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TEL. No. 64.

# The China Mail.

February 27, 1919, Temperature 61.

ESTABLISHED 1845

Rainfall 0.00 inch.

Humidity 89.

February 27, 1918, Temperature 62.

No. 17,399.

號七廿月二年九千一百九千零五

HONGKONG, THURSDAY, FEBRUARY, 27, 1919.

未己亥年八國民中

PRICE \$3.00 Per Month

## BUSINESS NOTICES

**W. S. BAILEY & CO., LTD.**

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Steam and Motor Vessels,  
Steel Building Work of every Description,  
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AND

**THERMOS FOOD JARS**

Pint and Quart sizes

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Hongkong Dispensary.

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**YEE SANG FAT CO.**

**SMART**

LADIES' WHITE CANVAS

**BOOTS & SHOES**

WHITE  
TENNIS SHOES  
RUBBER SOLE  
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TELEPHONE 1355.



**DONNELLY & WHYTE.**  
WINE MERCHANTS.

TEL. No. 638.

## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

### GUARDS GOING HOME.

LONDON, Feb. 25.  
The Guards Division has been ordered to return to Britain from the Rhineland. The battalions will arrive at short intervals during the next three weeks.

### MINERS VERSUS GOVERNMENT.

LONDON, Feb. 24.  
In the House of Commons Mr. Adamson opined that the spirit animating both the Premier and the President of the Miners' Federation gave every promise of finding a solution to the dispute. He urged the government to deal with the questions of wages and hours before Feb. 26. He also asked the Premier to agree to the principle of nationalisation and to leave it to the proposed commission to make the enquiries necessary before the government could make such a big deal.

### THE SILVER MARKET.

SINGAPORE, Feb. 27.  
The Silver Market is quiet.

### EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

### THE ADMIRALTY.

LONDON, Feb. 25.  
The Admiralty denies that a change is impending in the office of the First Sea Lord.

### INTERNATIONAL LABOUR.

LONDON, Feb. 25.  
The Press Bureau states:—  
A communiqué from Paris states, that the International Labour Legislation Commission considered the Articles of the British Draft concerning economic penalties in the event of a State failing to carry out the obligations entered into under an International Labour Convention.

### ROYAL HONGKONG YACHT CLUB.

The re-sail of the fifth of the series of Club Championship Races for the Heyward Hays and Gael classes took place on Saturday last with the following results.

#### HEYWARD HAYS CLASS:

	Handicap.	Yacht.	On Course.	Finishing Time.	Corrected Time.
Ursula	M.S.	H.M.S.	Scratch 4:01.53	4:01.53	
Dawn	"	"	D.N.S.		
Lysbeth	"	"	4:03.13	4:04.13	
Liza	"	"	D.N.S.		
Owl	"	"	D.N.S.		
Position.	Points	Points	for race.	to date.	
(1) Ursula	6	30			
(2) Lysbeth	4	25			
— Dawn	—	13			
— Liza	—	11			
— Owl	—	4			

#### Gael Class:

	Handicap.	Yachts.	On Course.	Finishing Time.	Corrected Time.
Gael	M.S.	H.M.S.	Scratch 4:17.11	4:17.11	
Toinette	"	"	D.N.S.		
Joan	"	"	4:17.34	4:17.34	
Thecla	"	"	D.N.S.		
Dorothy	102	D.N.S.	—		
Asthore	102	D.N.S.	—		
			4:25.49	4:24.47	
Position.	Points	Points	for race.	to date.	
(1) Gael	7	31			
(2) Joan	5	29			
(3) Asthore	4	13			
— Dorothy	—	3			
— Toinette	—	8			

#### CRUISE CHAMPIONSHIP.

In the fourth event which was sailed on Sunday last no yacht completed the course of Cheung Chau (S) within the time limit and the event will have to be re-sailed.

#### Intending subscribers to the Dover Patrol Memorial Fund are reminded that the list will close to-morrow, Friday. Subscriptions should be sent to Mr. P. S. Cassidy, c/o Hongkong & Shanghai Bank.

## CHINA RAILWAYS.

The following article was translated from "Le Journal de Pekin".

The consolidation of all foreign interests in Chinese Railways is no longer a speculative matter. Every day fresh evidences arise that hard-headed business men consider the step desirable. If it is desirable, ways and means for taking it will be found. Seven years hence England will celebrate the centennial anniversary of the first commercial railway. China must not be found upon that date with no more railway than England had after only two decades of construction. Yet unless the new mode of procedure be adopted, such will be the case. After thirty years of construction under the system of competitive concessions, China has only 6000 miles of line. The old system has failed.

In a late number, the form of association for the new method of procedure was outlined. Briefly we proposed a Central Board composed of a representative of Japan, America, Great Britain, France, and China to govern all railways in China. We proposed that in addition to this number, a representative of Russia should be appointed when that country is able to make a national appointment, and that at the same time an additional representative of the Chinese government should be seated, the Chinese representation to increase in proportion to the Chinese investment, be that investment acquired by subscription to funds for construction, repayment of mortgages, or additions to the property through surplus earnings.

The functions of such a board are so obvious perhaps, that consideration should probably be given first to limitations upon them.

The first fear in the Chinese mind is that by putting Chinese railways in the hands of the combined foreign interests she is thereby rendering herself absolutely impotent to throw out the foreigner, whereas if she continued with the foreigners divided she might someday be able to throw out one, and then another, and thus finally get rid of them, especially if favourable opportunity should offer to enlist the aid of one power against another. While we can not be certain asking if after a twenty year trial of it China is now more able to throw out Japan, or Great Britain than she was in 1888 when was the scramble for "spheres of influence," we need not tarry for the answer.

We will propose instead that the combined interests place a definite limitation upon their period of stay, and put the means of enforcing that limit in the hands of China to be exercised or not as appears best to her. We therefore propose that no issue of mortgage bonds run for a longer term than fifty years, and that beginning with the twenty-sixth year of the term, four percent of the entire amount of such issue shall be repaid annually out of earnings.

Now, remember that the Chinese government already has a tidy \$140,000,000 invested in her railway system. Remember that these lines yearly require large additions to their property to be made out of a volume of business which is increasing ten per cent annually. Remember that these lines have earnings at least \$20,000,000 above the costs of operation and interest charges, and that for the next twenty-five years this process would be increasing the government's share in the total investment.

Remember that after about ten years each of the new lines would be able to add something to the government's share. It is evident then that if the Chinese turn to, and use the earnings of the railways in any proper fashion, they can secure a majority upon the Board of Administration within about thirty years from date.

It is barely possible that in the meantime China would consider greater extent of construction desirable, and therefore would wish to enlist foreign capital to such an extent as to keep her investment a minority interest during a greater length of time. In South America this has been the condition all along.

In such a case, provision could be made connection with later loans that the foreign majority should be reduced to a minority so long as the ensuing Chinese management were able to meet its obligations.

The Central Board of Administration would be first of all a financial unit charged with procuring the funds for merging the present railways and constructing future lines. In order to accomplish the first named function, one of two possible methods would have to be followed. Possibly the most simple method would be to secure the assent of the present owners of each line to administrative control by the Board in exchange for a guarantee of interest and principal. The Board assuming all the obligations of such lines. Since all of the foreign controlled lines have been built as a result of treaty provisions, the interest of the governments involved would have to be

secured. Possibly this will be easy. Probably it will be difficult. Much depends upon the results at Versailles. But whatever the attitude of the Peace Conference, little will be accomplished upon this project unless those of us who are here on the ground point the way, and call out with a loud warning voice.

The second method would be to issue Refunding Mortgage bonds with terms sufficiently attractive to make holders of the old bonds wish to exchange them for the new. At present most Chinese railway issues are quoted at about 70 per cent of par. This discount results from two causes, low interest rate and skepticism regarding China. It will be a long, long, long time before China sees any more 5 per cent. Bonds which now bear a rate of five per cent will have to be raised to at least six in order to be quoted at par. But that will fail unless confidence is restored in Chinese investment. The consolidation which we propose should raise the consolidated investment to the plane of the best government bonds.

It will indirectly be the means of restoring order in China. It will take away the fear of international conflict which itself is the most depressing factor in any market. It will remove the dangers of rate wars, permit the proper development of extensions and feeder lines and supply through traffic connections without which the best located and built line in the world has a hard time of it. But most of all it guarantees a rapid development in the territory served by the line, which will mean heavy traffic. Without any increase in the interest rate, this should make any holder of a Chinese railway bond keen to exchange it for the consolidated issue. On the other hand, if through some sentimental or stupid reason holders of present issues should hold out and thwart this plan, unless they are now in very feeble health, they would probably live to see a conflict in China which not only would destroy the earning value of their line, but even the line itself. The choice comes pretty close to being, "What will you have? Something good, or nothing?"

But another attractive feature could be added to the consolidated refunding issue. On certain lines at present the bondholders receive in addition to the interest a share in the profits of the line. At present it is provided that this share is one-fifth, but in the aggregate it shall not exceed more than one-fifth of the total par value of the bonds outstanding.

The immediate result of such a provision is that it gives a speculative value to the bond which results in a lower interest rate. The second result is that the foreign management becomes highly interested in the most economical administration of the property. Unless construction be economical, supplies be purchased in the lowest market, and operation be the most efficient, the bondholders loses a portion of this speculative return. Be assured then that he will place the best man he can find in the responsible position. On the Shanghai-Nanking railway where this system is in operation, the number of men employed in proportion to the business transacted and the operating costs per unit of traffic, are the lowest in China. And it is apparent that upon this line the trains are most regular, the equipment in best condition, and the rates the lowest of any line in China.

It would seem however that some improvement could be made in the form of participation in profits over that in force on the Shanghai-Nanking line. On that line the division of profits, it is contended, must be made yearly. Thus until there is a prospect of making a profit, the management has no incentive from this cause to achieve anything. If all the deficits of unprofitable years had to be made up before a profit were to be divided, the management would have the same incentive during lean years to make the debits as small as possible as during the fat years to make the profits as big as possible.

Then again, on the Shanghai-Nanking, after one fifth of the original capital has been repaid to the bondholders in the form of profits, they have no further participation. From that time on they have no interest in operation of the line. This is a defect which should be remedied by making the profitsharing feature co-terminous with the life of the bond. If this were done, perhaps the share to be allotted to the bondholders might be reduced from twenty to ten per cent, advantageously to all concerned.

## BUSINESS NOTICES

**J. T. SHAW.**

**TAILOR, HABITMAKER  
AND  
OUTFITTER.**

21, HONGKONG HOTEL BUILDING,  
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Have you seen the Wonderful  
**"DAVON"**  
SUPER TELESCOPES

Made in England, length only 13 inches, magnifies 36 diameters and gives wide objective; will focus sharply on objects a few feet or many miles away.

USED BY BRITISH OFFICERS AT THE FRONT.

Price: complete with two extra lenses, rubber eye piece, tripod, leather carrying case, etc., etc., etc., \$75.00.

WE HAVE THEM READY FOR DEMONSTRATION.

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MACHINERY DEPARTMENT.

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Telephone 2457.

## FORTIFY YOURSELF

by taking  
**FLETCHER'S COMPOUND  
GLYCEROPHOSPHATES.</b**

THURSDAY, FEBRUARY 27, 1919.

## NOTICES.

## G. FALCONER &amp; CO., LTD.

WATCHMAKERS &amp; JEWELLERS.

Hotel Mansions.

Agents for—ADMIRALTY CHARTS,  
BOSS'S BINOCULARS and TELESCOPES,  
KELVIN'S NAUTICAL INSTRUMENTS,  
BENSON'S ENGLISH WATCHES,  
ENGLISH SILVERWARE, direct from Manufacturers,  
High Class English Jewellery.

MACARONI, PASTA STARS, EGG NOODLES,  
VERMICELLI  
AND ALL KINDS OF SOUP STUFFS.

All our Pastes bear the "Ecooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions. Large quantities have been exported to various important cities in the World. Terms moderate especially for Agencies. Orders executed promptly.

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Branch Factory: Wing Hing Street, Causeway Bay, Hongkong.  
Cable Address: "HUNGWAH".

## BREEZY GARAGE.

Tel. No. 2499. 81, Des Voeux Road, Central.  
THE CHANDLER, HUDSON & OAKLAND MOTOR CARS  
ON HIRE and FOR SALE  
AT REASONABLE PRICES.

We have just received a large Consignment of  
CHILDREN'S SKUDDERS & CABS  
Inspection solicited. Price moderate.  
Motor Car and Cycle Repairing is our SPECIALITY.

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GERIN,  
DREVARD & CO.  
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AND  
GRILL ROOM  
J. H. TAGGART  
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1,500 Feet above Sea Level.  
15 Minutes from Landing Stage.  
Under the Management of—  
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CENTRAL LOCATION

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting  
European Baths and Sanitary Fixtures, Hot and Cold Water Systems  
throughout. Best of Food and Service  
Telephone 373. Telegraphic Address: "VICTORIA".  
J. WITCHELL, Manager.

## PALACE HOTEL

KOWLOON.

Two minutes from Star Ferry.  
Recently renovated and refurbished; electric light and fans throughout  
and entirely under new management. Cuisine under the personal supervision  
of the proprietor, Bar and Billiard Room. Terms moderate. Special terms to  
families on application to  
Telephone K. 3. Telegraphic Add.: "PALACE".  
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## CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management. Rice and meat yet only a few minutes walk from the Banks and Central District. 42 bedrooms. Excellent Cuisine.  
scrupulously clean. Moderate Terms. Menus and Family Suites on application to the Proprietors. Launches now Passenger Boats.  
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BLUE BIRD  
CONFECTIERS & CATERERS  
ICE-CREAM PARLOUR.

## FRENCH LESSONS

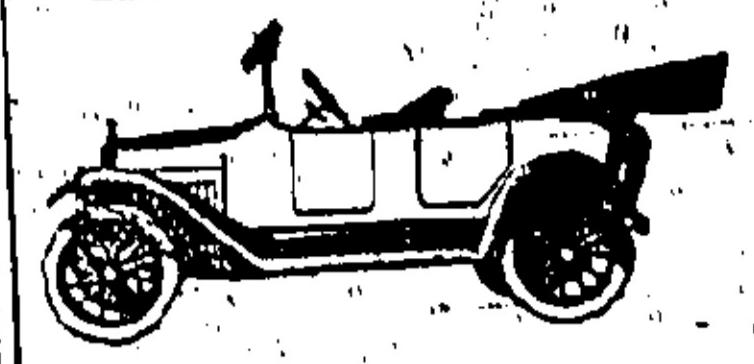
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## THE CHINA MAIL.

## INTIMASTION

## METEOR GARAGE

Sole Distributors of  
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Central.KODAKS  
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Undertaken.A. TACK & CO.,  
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## DAIRY FARM NEWS.

BUTCHERS MEATS:  
Beef, Mutton, Lamb,  
Rabbits, Hares,  
Sausages,  
Brawn,  
Pressed Beef.  
Purity.

Particulars and Conditions of Sale  
of  
VALUABLE LEASEHOLD  
PROPERTYsituate at Victoria, Hongkong  
and known as 38 Tung Man Street  
To be sold by order of the MortgageeBY  
PUBLIC AUCTION.THURSDAY, March 8, 1919,  
at 3 p.m.by  
MR. GEO. P. LAMMERT,  
Auctioneer.At his Sales Rooms in Duddell Street,  
Victoria, Hongkong.Particulars of the above mentioned  
property.All that piece or parcel of ground  
situate at Victoria, Hongkong, and  
registered in the Land Office as Section C. of I. L. 1958 with the buildings  
thereon known as No. 38 Tung Man  
Street.The property is held for the residue  
of the term of 999 years from the 26th  
day of June 1843 created therein by  
the Crown Lease of Island Lot No.  
1958.The area of the said piece or parcel  
of ground is 376 square feet or thereabouts  
and the proportion of the  
Crown Rent payable in respect thereof  
is \$7.90 per annum.For further particulars of the pro-  
perty and Conditions of Sale apply toMr. E. L. AGASSIZ,  
Solicitor for the Vendor  
24, Queen's Road Central,  
Hongkong.or to  
Mr. GEO. P. LAMMERT,  
Auctioneer,  
Duddell Street, Hongkong.

Hongkong, February 20, 1919.

## HONGKONG JOCKEY CLUB.

RACE MEETING, 1919.

SATURDAY (Off-Day),

March 1.

TICKETS of ADMITION to the  
GRAND STAND and ENCLOSURE  
may be obtained from Messrs. KELLY and  
WALSH, Limbers, or at the Gate. Price  
\$10 for the Meeting (excluding the  
Off-Day, \$3).No one admitted without a Ticket, to be  
shown to the Ticket Inspector at the Gate.T. F. HOUGH,  
Clerk of the Course.

Hongkong, Feb. 20, 1919.

HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on  
application to the Undermentioned on  
SATURDAY, the 22nd February.No Servants will be allowed inside  
the ENCLOSURE of the Race Course  
during the Race Days WITHOUT  
TICKETS, which can be had on application  
to the Undermentioned. These tickets are  
only available for Servants while in  
attendance on their employers or when on  
duty at the various Stands.Any Chinese found loitering about with  
Servants passes in their possession will  
be forfeited them, and the holders thereof will  
be removed from the Enclosure.

T. F. HOUGH,

Clerk of the Course.

Hongkong, Feb. 20, 1919.

WISEMAN, LTD.

## DINNER DANCES

WILL BE HELD

on

SATURDAY, March 1st.

DINNER ... \$1.00

DANCE ... \$1.00

D. M. GOODALL

MANAGER

## "Embassy"

Virginia  
CigarettesFinest  
Quality

The kind of quality that not only  
pleases the smoker but gratifies  
an ideal of the manufac-  
turers to produce the  
finest of Virginia  
Cigarettes.

Sold in  
tins of 50's  
25 Cigarettes  
also  
packets of 10's

## THE WORLD'S RICE CROP.

ENGLISH LADIES WITH THE  
COLOURS.

## A DECEPTIVE BIRD.

The second forecast of the rice  
crop for British India shows that the  
total area under rice at the beginning  
of December was 71,363,000 acres as  
against 77,987,000. At that date the  
estimated output from Madras and  
the United Provinces was not avail-  
able. From the latest available in-  
formation it appears that the area  
sown with the rice crop in Italy in  
1918 is estimated at 321,000 acres,  
which is 5 per cent below the esti-  
mate of last year. In Japan the  
total area in 1918 (7,556,000 acres)  
is about the same as in the previous  
year. The estimates of the rice crop  
of 1918 in the U.S.A. are 1,120,000  
acres and 831,000 tons. The area  
sown with rice in Indo-China is esti-  
mated at 11,641,000 acres. The  
estimated for Cochin-China are  
4,320,000 acres and 1,377,000 tons.  
The area under rice in Java is esti-  
mated at 8,304,000 acres. The rice  
crop in Korea is reported to be favour-  
able this year; and the yield is esti-  
mated at 1,379,000 tons which is 13  
per cent above the estimate of 1917.  
From unofficial sources it appears  
that the estimated yield of rice in  
Japan is 7,807,000 tons (55,783,000  
koku). The crop in Siam is esti-  
mated unofficially at 1,000,000 tons.

## WOMEN CONDUCTORS.

Women conductors are now a  
familiar sight on the street cars of  
some American cities, but in the Old  
world women have taken the place  
of motormen in some places—Glas-  
gow, Scotland, for instance. A Scot-  
ish paper says: "The girls not only  
conduct the trams, but they drive them, in Glasgow.  
The municipality seems to choose its best, and in  
their tartan skirts, green jerseys, and  
sunshiny green cloth caps these char-  
acteristic beauties radiate the grim old streets."

## THE NEW PRESIDENT OF BRAZIL.

The Brazilian people, with remarkable  
unanimity, have elected for the second time Dr. Rodrigues Alves to  
the Presidency of the Republic for the  
period 1918-1922. Dr. Alves takes office and the event will be  
recognised by the presence of specially  
appointed delegates of most of the  
American and European Govern-  
ments. In connection with his past  
administration, both as President of the  
Republic (1902-1906) and Minister of Finance, Dr. Rodrigues Alves  
is very well-known in British finan-  
cial circles. He was one of the  
famous whose advice and guidance  
contributed to the friendly attitude  
shown by his country towards the  
Allies in the war against Germany.  
During his last term of office most  
of the sanitation works which trans-  
formed Rio de Janeiro into one of the  
healthiest and up-to-date cities in the  
world were carried out. To his  
efforts also are due the improve-  
ment of the harbour works in the  
principal Brazilian port, the exten-  
sion of railways and other means of  
communications, the development of  
agriculture and industries, the in-  
crease of the mercantile marine, &c.  
These things have contributed much  
to the great prosperity now being  
enjoyed throughout the Brazilian  
States.

The people who manage these  
things must have mistaken us for one  
of those censorious departments which  
would enjoy asphyxiation in the atmos-  
phere of Thoothmet and Armen  
Hotep, or for some of those man-  
agers among Tang and Sung antiquities.  
We are much indebted to the cour-  
tesy which the museum authorities  
displayed, in spite of the unnecessary  
and indecent hurry in which we were  
tung in their heads. It is not their  
fault that there is very little air, very  
little light, very little anything, in  
fact, except noise.

## JAPANESE MAKERS.

Every kind of Footwear

MADE  
TO  
ORDER

CHERRY &amp; CO., LTD.

PEDDER STREET,  
Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

THE NEW FRENCH REMEDY.

THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

THERAPION NO. 4

THERAPION NO. 5

THERAPION NO. 6

THERAPION NO. 7

THERAPION NO. 8

THERAPION NO. 9

THERAPION NO. 10

THERAPION NO. 11

THERAPION NO. 12

THERAPION NO. 13

THERAPION NO. 14

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THERAPION NO. 21

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THERAPION NO. 28

THERAPION NO. 29

THERAPION NO. 30

THERAPION NO. 31

THERAPION NO. 32

THERAPION NO. 33

THERAPION NO. 34

THERAPION NO. 35

THERAPION NO. 36



**Hughes & Hough**  
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers  
Shares, Coal and General  
Produce Brokers and  
Commission Agents.

PROPRIETORS  
"Te-Kwa-Wan" Coal Storage.

Codes and  
Bordley's  
A. S. C. 4th & 5th Editions.  
A 1 Telegraphic Code.

Telegraphic Address

"HUGHES" HONGKONG.

**PUBLIC AUCTIONS**

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT),

**FRIDAY,**  
February 28, 1919, at 11 a.m.,  
at No. 2 Humphreys Building,  
Kowloon.

**THE SUNDRY VALUABLE HOUSEHOLD FURNITURE,**  
etc., etc., etc.  
therein contained.  
including—

Large Chesterfield Sofa and Armchair (English make), "five" pieces of Blackwood Furniture, etc.

Large Brass Bedstead, Wardrobes, Toilet Table, Washstand,  
etc., etc., etc.

Electric Fittings and Sunblinds.

On view day of sale.

Terms:—Cash.

**HUGHES & HOUGH,**  
Auctioneers,  
Hongkong, February 18, 1919.



**PUBLIC AUCTION.**

THE Undersigned have received instructions from H. M. VICTORIAN STOCK OFFICER, to sell by Public Auction,

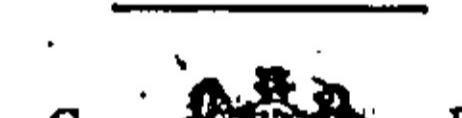
**THURSDAY,**  
March 6, 1919, at 10:30 a.m.,  
at their Sales Rooms, No. 8, Des Voeux Road, Corner of  
Ice House Street.

A QUANTITY OF  
Electro-plated Ware  
and Linen Goods,  
Comprising:—

Table Napkins, Glass Cloths, Pillow Cases, Face Towels, Huckaback Towels, Bath Towels, Blankets,  
etc., etc., etc.

Terms:—Cash.

**HUGHES & HOUGH,**  
By Appointment Auctioneers  
to the Admiralty:  
Hongkong, Feb. 25, 1919.



**PRELIMINARY NOTICE**

**PUBLIC AUCTION.**

THE Undersigned have received instructions from THE HON. THE DIRECTOR OF PUBLIC WORKS to sell by Public Auction:

at the Hongkong & Kowloon Wharf &

Godown Coy.'s Premises,

War Department Material;

As follows:—

250 Rails weight about 53 tons,

SCRAP IRON comprising:—

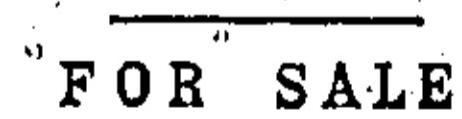
Angle, Round, Flat, Sheet Iron,

&c., about 140 tons.

Date of Sale will be published later.

Terms:—Cash.

**HUGHES & HOUGH,**  
Auctioneers to the Government,  
Hongkong, Feb. 21, 1919.



**FOR SALE.**

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,—

One complete set Engines and

Boiler in good working order.

DESCRIPTION:—  
Set of Compound Engines, 16 x 33,  
by 24 stroke,

Boiler, 12 x 10\*, working pressure  
120 lbs. on Veritas survey.

To be sold in one lot, together with  
Engines, Seats, Shafts and Propellers and  
all piping &c., connected with the  
above mentioned Engines and Boiler.

Also Anchors and Chains, Wooden Mast,  
And

2 Navigating Compasses.

At present stored at Kwong Tung  
Chong's shipyard.

Inspecting orders and further particulars  
may be had from the undersigned.

Terms:—Cash.

**HUGHES & HOUGH,**  
Auctioneers.

21, 1919.

**NOTICES.**

**THE HONGKONG HOTEL CO., LIMITED.**

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the REGISTERED OFFICE of the Company, Pedder Street, Victoria, in the Colony of Hongkong, on FRIDAY, the 28th day of February, 1919, at Noon, when the abridged resolution which was passed at the Extraordinary General Meeting of the Company held on the EIGHTH day of February, 1919, will be submitted for confirmation as a Special Resolution:—

"That the Articles of Association be altered in manner following, "viz:—

"In Article 82 the word "five" shall be substituted for the word "four".

The effect of this resolution will be to increase the maximum number of Directors from four to five.

Dated the Fourteenth day of February, 1919.

By Order of the Board,  
**J. H. TAGGART,**  
Secretary and Manager.  
Hongkong, Feb. 14, 1919.

**HONGKONG HOTEL CO., LTD.**

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in the Company will be held at the Company's Hotel, Hongkong, on FRIDAY, 28th February, 1919, at 12.15 P.M. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December 1918.

THE REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 21st February, to FRIDAY, 28th February, 1919, (both days inclusive) during which period no TRANSFER of SHARES can be REGISTERED.

By Order of the Board of Directors,  
**J. H. TAGGART,**  
Manager.  
Hongkong, Feb. 15, 1919.

**THE HONGKONG ROPE MANUFACTURING CO., LTD.**

THE THIRTY-FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at St. George's Building, Chater Road, Victoria, on TUESDAY, March 4, 1919, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending December 31, 1918, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, February 27, 1919, UNTIL TUESDAY, March 4, 1919, both days inclusive.

**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, Feb. 21, 1919.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

THE FINAL DIVIDEND DECLARED for the Year ending 31st December 1918, at the rate of Two Pounds five shillings Sterling together with a Bonus of One Pound ten shillings Sterling per share, is payable on and AFTER MONDAY the 24th day of February Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By ORDER OF THE COURT of DIRECTORS,  
**N. J. STABBE,**  
Chief Manager.  
Hongkong, Feb. 23, 1919.

**NATIONAL LOAN OF THE FOURTH YEAR OF THE REPUBLIC (1915).**

SUBSCRIBERS to the above Loan are hereby notified that redemption of the bonds drawn at Peking on the 27th January last will begin on the 17th February, 1919.

Payment in cash or its equivalent will be made at the Bank of China and Bank of Communication or any of the branches of the above Banks and also at the Shanghai Office of the Hongkong and Shanghai Banking Corporation.

Any Bond of which the following are the two terminal numbers, namely: 01, 04, 14, 18, 22, 24, 37, 48, 56, 66, 79, 78, 81, 98, is a draw Bond.

**F. A. AGLEN,**  
Inspector General of Customs.

**NATIONAL LOAN OF THE FOURTH YEAR OF THE REPUBLIC (1915).**

IN connection with the first drawing of the above Loan holders of drawn Bonds are requested to note that Coupon No. 8, maturing on the 12th April, 1919, will be available for payment to the extent of TWO-THIRDS of its value any time on or after the 17th February, 1919. The remaining third of the value will be held to represent the unexpired period from date of redemption to date of maturity and no claim for interest will be admitted in respect thereto.

**F. A. AGLEN,**  
Inspector General of Customs.

**WANT ADVERTISEMENTS**

25 WORDS \$1 INSERTIONS,  
\$1 PREPAID  
Every additional 5 words 4 Cents.

LOST, STOLEN, OR STRAYED.

FROM "Crowners" No. 152, The Peak, SEALYHAM TERRIER DOG, rough haired white with black markings, aged about one year. Last seen on Barker Road. A suitable reward will be given. Communicate above address.

**TO LET.**

TO LET.—1 Chatham Road, 5 ROOM ED HOUSE. Apply No. 3 Chatham Road, Kowloon.

**TO LET.**

119 The Peak, Kowloon,  
**HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

**TO LET.**

A SHOP in Nathan Road, Kowloon.  
A 5 roomed-house with Tennis Court in Linden Villas, Kowloon.

Apply to  
**HUMPHREYS ESTATE & FINANCE CO., LTD.**  
Alexandra Buildings, Hongkong, Jan. 22, 1919.

**NOTICE.**

**BANK OF CHINA.**

**HONGKONG.**

UNDER instructions from Head Office, Peking, a branch of the above Bank has this day been established in Hongkong at No. 20 and 21 Connaught Road and the following officers have been appointed and authorized to sign on behalf of the Bank:—

Mr. Tsuyeh Pei ..... Manager.

Mr. D. R. McDowell ..... Sub-Manager.

Mr. Li Hsi Yih ..... Assistant Manager.

Hongkong, Feb. 25, 1919.

**NOTICES TO CONSIGNERS**

TOYO KISEN KAISHA.

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS and MANILA.

**THE STEAMSHIP "SHINYO MARU."**

The above named steamer having arrived. Consignees of Cargo are hereby notified to send in their Bill of Lading for counter-signature, and to take immediate delivery from alongside.

Cargo remaining undelivered on February 28, 1919, at 3 P.M. will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.

Storage charge will be assessed on all cargo remaining undelivered on March 5, 1919, at 5 p.m.

No Fire Insurance whatever will be effected.

No claim will be recognized after the goods have left the Steamer or Godown. All chafed and damaged cargo will be landed into the Company's Godown, where they will be examined on March 5, 1919, at 10 a.m.

No claim will be recognized if filed after March 10, 1919.

**T. DAIGO,**  
Manager.  
Hongkong, Feb. 26, 1919.

**PACIFIC MAIL STEAMSHIP CO.**

**NOTICE TO CONSIGNERS.**

S.S. "COLUMBIA"  
FROM SAN FRANCISCO,  
HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above-mentioned vessel having arrived from the above-mentioned ports. Consignees of Cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on February 24, 1919, at 10 a.m.

All claims must be presented within one month of the steamer's arrival, after which they cannot be recognized.

No claim will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after February 28, 1919, will be subject to rent. No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

**FACILIO MAIL S.S. CO.**  
J. ORAM SHEPPARD,  
Acting Agent.  
Hongkong, Feb. 20, 1919.

**INTIMATIONS.**

G. R. TECHNICAL INSTITUTE.

THE Institute will re-open on MONDAY, March 3.

Students will be enrolled at the Education Office only, and should apply at once for entry forms.

Hongkong, February 26, 1919.

**ST. GEORGE'S SOCIETY OF HONGKONG.**

THE following Telegram has just been received from the Mayor of Dover:—

"President St. George's Society,

Erecting memorial commemorating glorious work Admiral Sir Roger Keyes and Dover Patrol. May I add Hongkong Society to list of subscribers?"

PARLEY, MAYOR DOVER.

THURSDAY, FEBRUARY 27, 1919.

# SPEY ROYAL SCOTCH WHISKY.

10 Years Old.

SOLE AGENTS:  
A. S. WATSON & CO., LTD.,  
WINE AND SPIRIT MERCHANTS.

Telephone 116.

**Wm. Powell Ltd.**  
TELEPHONE 346

GENTLEMEN'S HIGH-CLASS TAILORS  
HAVE A LARGE STOCK OF  
**SUITINGS**  
AND  
**LIGHT & HEAVY**  
**OVERCOATINGS.**

These are priced much lower than those prevailing in England. Having placed our orders well ahead we are offering all the popular cloths in a grade now practically unobtainable.

## MARRIAGES.

WALLER—HO.—On February 26, 1919, at St. John's Cathedral, Hongkong, by the Lord Bishop of Victoria, assisted by the Rev. H. C. Copley Moyle and the Rev. A. D. Stewart, Arthur Joseph Waller, son of the late Joseph Waller, Luton, Bedford, to Elizabeth Lydia, daughter of the Hon. Mr. Ho Fook, Hongkong. (Shanghai papers please copy.)

COBBAN—WOODCOCK.—At the Parish Church, Kettering, England, on February 17, Alexander Douglas Cobban, only son of the late Captain and Mrs. Cobban, to Gwendoline Ashwell Woodcock, elder daughter of Mr. G. A. Woodcock and the late Mrs. Woodcock.

## BIRTH.

BULLOCK.—At the Government Civil Hospital, on Thursday, the 27th February, 1919, to Mr. and Mrs. Edward Bullock, a daughter.

## DEATH.

J. LLOYD.—On Dec. 26, at Mitcham, Charles Vincent Lloyd, formerly of Hongkong, in his 81st year.

The China Mail.  
TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, THURSDAY, Feb. 27, 1919.

## THE ENGLISHMAN'S MANNER.

The war has given Americans one problem that has given them a lot of trouble. They were so convinced that the Englishman was a slow-witted, conceited, stiff and boorish fellow that it was very difficult to reconcile this firmly held tradition with the new conviction that he was a bit of a hero, of self-sacrificing courage, and an ally who knew things about war that they didn't. There have been numerous contributions to the press on the subject, one of which we recently reprinted. That little story of the American officer, anxious to get on a friendly footing with the Englishman who was frozen by the English officer's manner is quite likely true. "So we're going to clean up Brothie Boche together," began the Ameri-

can. "Really?" replied the Englishman. We can imagine their voices, their faces, their parting quite easily.

It is, of course, the Public School convention that the more gushing Americans find themselves up against. It is rotten bad form for a Public School Englishman to let himself seem in any way different. One Public School Englishman must be like another Public School Englishman as one butler is like another butler. They dress as nearly alike as possible. They shave or don't shave in the same way. Their voices, accents, pronunciations, drawls, and even slang, must approximate closely. To be conspicuously different or individual is to be a Bounder, an Outsider, or whatever they call it now. Put in another way, this means that they mustn't be human, mustn't be emotional, mustn't be what the others are not. Instead of taking Shakespeare's excellent advice:

"To thine own self be true," they are as true as they can be to the pattern set for them. The Australian who sang:

I do not care a d—  
What man I ought to be;  
The sort of man I am,  
That sort of man is me,

could never have been mistaken for a Public School Englishman. It isn't that this type of Englishman may not be extra clever, or extra witty, or, even extra charming in disposition. It is only that his stupid convention (intended, no doubt, to inculcate modesty) forbids him to betray these excellencies. Now as the only virtue in modesty is its social charm, its agreeableness to others, it is clear that the Englishman of that sort misses his aim. The officer who crushed the come-on American with that word "Really" gave an impression directly opposite to one of modesty. But when all this is said in his defense, it still holds true that a certain type of Englishman, included in that class, is intentionally stand-offish and, not to make any bones of it, a bit supercilious. Foreigners, and especially Colonials, loathe him. We ourselves do not find it easy to love him. He is usually in us.

## DON'T RISE PNEUMONIA.

GET rid of every cold as quickly as possible. It is the forerunner of all pulmonary trouble, and pneumonia may develop in a few hours. Take Chamberlain's Cough Remedy. It is a simple thing to do, but the effect is marvellous. For sale by all Chemists and druggists.

No effort has been spared to get the scenic effects of "Pinkie and the Fairies" all that could be desired and to insure the smallest details being without a flaw. One of the features of the show will be the Chorus, composed as it is of some of the finest voices in the Colony. Another charming attraction is the Ballet which is not only bound to appeal to all, but will also call forth unstinted praise and admiration. Booking opens to-morrow at 9 a.m. at Moutre's.

Mr. E. F. Duckworth, Ass. Engineer of the Hongkong Electric Company, appeared in Mr. J. R. Wood's court this morning to prosecute a Chinese coolie who stole a piece of brass plate from the Generating Station at Wan Chai. The coolie was searched by an Indian watchman whilst passing the gate and the copper was found concealed in a sack tucked up under his armpit. It was stated that thefts of this nature were of frequent occurrence, and with a view to preventing them, Mr. Duckworth communicated with the C.S.P. as a result of which a strict watch was instituted on the station. The thief was sent to prison for three months, and exposed for four hours in the stocks.

## BILLIARDS.

A very interesting game took place at the Palace Hotel last Saturday night between Capt. E. B. Green and Mr. J. Gibson, Green winning by 500 to 416. The highest break was 32, 25, 22, 20 by the winner and 47 and 21 by Gibson. Gibson not being satisfied with the result, they will again meet at the Palace Hotel on Saturday, night in a game of 500 up commencing at 8.30 p.m.

The Management of the Palace Hotel requires entries for a Tournament on the American plan, viz. Each player must play the other, and the aggregate points counted.

Eight or ten of the best players in the Colony are required for this tournament and as the one scoring the most points will be the winner, it will be an incentive for good Billiards. The entrance fee will be \$5.00 and the 1st Prize will be valued at \$100.00. There will be also a second Prize for the Runner up. This Tournament will not start until the open Championship at the V.R.C. has been decided but, intending players are requested to forward their names to enable arrangements to be made.

Passing to the owners, Sir Paul and Mr. John Peel have to take second places this year. The most successful stable at the meeting has been Mr. Cire, with 6 wins, 6 seconds and 3 thirds. A comfortable little record! There is little difference between the results achieved by Sir Paul's and Mr. John Peel's stables. Each has 4 firsts.

H.E. Major-General Ventris entertained many visitors in his private room during the meeting, including H.E. Mr. Claud Severn. The Acting Governor has given his full support to the meeting and at all times his kindly smiling face could be seen about the course, exchanging compliments and congratulating owners and jockeys.

The work of the new broom was easily observable in the Police Department. Not an accident of note has been recorded. All the Police arrangements worked to a nicely. The new methods adopted at various points maintained traffic in an orderly fashion. Motor, tram, rickshaws, and all vehicles moved one way. Motor cars leaving the racecourse

had to go around the Valley thereby avoiding that horrible and dangerous congestion of traffic which was a feature of previous years. There were many Police on duty, also a detachment of St. John's Ambulance.

Congratulations are due to the stewards for the arrangements which made for the general well-being of the meeting. A special word of praise is due to Mr. Hough who sees these meetings come along year after year. May he see many more and still remain that conspicuous figure in hunting kit. Every year Mr. Hough seems to bring forth some new idea for the comfort and pleasure of the racing community. Somehow the races would not seem the same without him.

The Band of the 18th Infantry under Bandmaster Vassallo, must be mentioned for the pleasing music they played during the three days. The military under Garrison Sergeant Major A. E. Hurle were also a decided asset in many useful capacities. This is Sergeant Major Hurle's last meeting here, as he goes home shortly to enjoy a well earned pension after 30 years' service, 10 of which have been spent in Hongkong.

Good prizes were the rule in the Cash Sweeps. As much as \$8,032 was paid to the lucky holder of ticket number 1547 in the Champions. This fortunate person is a Captain in the Royal Army Medical Corps passing through the Colony and the ship he is on happened to stay here for a few days and leaves today. The highest price paid for a winner was \$245.30 on the first day, when Mr. Horsford's Malcom won the Victoria Stakes, but paid only \$7.60 for a place. Other good returns for winners were \$30.70 for Mr. Goodehead's Smokebox, winner of the Valley Stakes on the first day, \$63.70 for Mr. Cire's Starlight, winner of the Garrison Cup, also on the opening day. Mr. Gaybird's Swallow won the Jockey Cup on the second day and paid \$66.70. On the third day the best dividends were \$60.30 for Mr. Dash's Firefly in the Rialto Stakes (which was surprising seeing that Mr. Johnstone was the rider) and \$58.10 in the last race for Mr. Soares' Tambourine, with Mr. Moller up.

There were few high returns in respect of place betting. The best were two of identical amounts, both on the third day. \$10.30 was paid for Mr. Soares' Siamese Cat, second in the Champions, and for Mr. Fash's Pick Eye in the Consolation Stakes. The next best was \$32.20 for Mr. G. & G.'s First Fiddle, second in the Hongkong Stakes.

Below will be found a summary of jockeys and owners' wins, and places during the three principal days of the races:

## OWNERS' SUCCESSES.

	1st	2nd	3rd
Mr. Cire	6	6	3
Mr. John Peel	4	5	5
Sir Paul Chater	4	4	5
Mr. G. H. Potts	3	0	2
Mr. Soares	2	1	0
Mr. F. S. Gibbons	2	0	1
Mr. Fash	1	3	2
Mr. Fireworks	1	1	1
Mr. R. McGregor	1	1	1
Mr. Medicus	1	1	0
Mr. B. Basto	1	0	2
Mr. Goodehead	1	0	1
Mr. Horsford	1	0	0
Misses Gaybirds	1	0	0
Mr. Dash	0	2	0
Mr. G. & G.	0	2	0
Sir Ellis Kudoone	0	1	3
Mr. Forney	0	1	1
Mr. T. F. Hough	0	1	1
Mr. H. Humphreys	0	1	0
Misses Murray &	0	1	0
Leitch	0	1	0
Mr. Dryasdust	0	1	0
Mr. Dogswig	0	0	1
Mr. Adams	0	0	1

## JOCKEYS' SUCCESSES.

	1st	2nd	3rd
Mr. Hill	8	1	5
Mr. Moller	7	6	3
Mr. Johnstone	6	6	7
Mr. Burkhill	4	4	1
Mr. Vida	3	1	4
Mr. Kooll	1	5	2
Mr. Kremer	1	1	1
Mr. Dalgleish	0	2	2
Mr. Cokram	0	1	1
Mr. Doyle	0	1	0
Mr. Reid	0	0	1
Mr. Adams	0	0	1

## NORE AND NOVARA.

There need be no difficulty, a correspondent writes, about repatriating the German women and children. There are sixty-six German steamers interned in the Dutch East Indies, three of 10,000 tons, five of 7,000 tons, and none below 3,000 tons. It would not be difficult, surely, to arrange for one or more of these ships to do the work and set the Nore and Novara free for English women and children.

BEWARE OF COLDS.

CHILDREN are much more likely to contract respiratory diseases when they have colds. Whooping cough, diphtheria, scarlet fever and conjunctivitis are diseases which often contract with the child has a cold. That is why medical authorities say beware of colds. For the quick cure of colds you will find nothing better than Chamberlain's Cough Remedy. It can always be depended upon and is pleasant and safe to take. For sale by all Chemists and druggists.

## THE NEW GOVERNOR'S WIFE.

## TRIBUTE TO MRS. STUBBS.

From a pamphlet entitled "Ceylon's Women Workers and the War," published in Colombo, we extract the following appreciation of Mrs. Stubbs, who may be expected before long to reign at Government House here:

The house of a Chinese fortune-teller at 293, Canton Road at 7.15 p.m. on the 26th instant was visited by four men who said they were anxious to know whether they would be successful in their business and who wanted their fortunes told accordingly. The fortune-teller consulted his books and when he looked up he found himself staring into the muzzle of a revolver held in the hand of one of his clients, who were nothing more than robbers. The fortune-teller and the other occupants of the house were then proceed to loot the place. They stole money and clothing to the value of \$226 and got away safely.

## ANOTHER ARMED ROBBERY.

## CHINESE FORTUNE-TELLER HELD UP.

The house of a Chinese fortune-teller at 293, Canton Road at 7.15 p.m. on the 26th instant was visited by four men who said they were anxious to know whether they would be successful in their business and who wanted their fortunes told accordingly. The fortune-teller consulted his books and when he looked up he found himself staring into the muzzle of a revolver held in the hand of one of his clients, who were nothing more than robbers. The fortune-teller and the other occupants of the house were then proceed to loot the place. They stole money and clothing to the value of \$226 and got away safely.

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## ON TOUR IN BURMA.

Lieutenant-Colonel J. Enticott, L.M.S., writes in the Indian Medical Gazette an entertaining account of touring as a civil surgeon in Upper Burma. Some people have been heard to assert that a wonderful quickening of the civil surgeon's interest in vaccination takes place when the snipe season begins. Ribald men have even talked about "going on tour" to vaccinate the snipe," but this of course is a base and groundless calumny. Touring in Burma is a much less elaborate business than in India. No one ever uses tents, and a small army of servants is unnecessary. In many places there are Government bungalows for the use of officials on tour, and where these do not exist, there is always a "zayat," in which one can put up. Every village and "hpongyi kyoung," or monastery, has one or more zayats for the accommodation of travellers—generally wooden structures with a roof and floor, the latter raised two to four feet above the ground. Sometimes the building is partially closed in, but frequently quite open. The village "thugyi," or headman, brings curtains to hang round the zayat and screen off a bathroom, also mats or rugs for the floor. With a camp-bed, table and chair this temporary residence is complete and quite comfortable. The village maidens bring pots of water, bundles of firewood, grass, straw, etc., and the ponies—for most of the touring is done on horse-back—are tied up under a neighbouring tree.

The ordinary establishment for touring is a couple of Burman "loggays," or boys, and one or more syces depending on the number of ponies required; and the usual procedure is for one loggay to start after dinner in a bullock cart and travel during the night to the next halting place, 10 to 20 miles distant. There, everything is prepared for the reception of the hungry, thirsty civil surgeon, who will probably arrive before noon. The other loggay remains behind to prepare chota hazari, and as soon as the civil surgeon has started pack up the remainder of the kit and follows to the next camp. At dawn the civil surgeon is in the saddle and the day's work begins. The task before him is to visit half a dozen or so villages, gradually working round to the next halting place. The country varies, stretches of cultivated land alternating with undulating ground covered with sparse scrub, or heavily timbered forest pierced with innumerable and confusing tracks. One catches glimpses of the wild life of the jungle, mostly feathered game, and the smaller varieties of deer, occasionally a "thamin" or, more rarely, a sambhur. The larger game is seldom seen, though in some districts wild elephants have to be avoided. The only dangerous animal likely to be met with is the half wild water buffalo—a vindictive brute, with an undying hatred of Europeans. If you meet him on foot and alone when he happens to be in a bad temper, I recommend the nearest tree. If mounted, you are generally, though not always, in better case. Once when riding through some low scrub jungle, I was suddenly charged by one of these gigantic brutes, and promptly fled, but the going was so bad that I could not get away fast enough, for the buffalo came through the scrub as if it had been meadow grass and at a pace that astounded me. Fortunately I was training the pony for polo and carrying a stick to get him accustomed to it. When the buffalo came within range, I succeeded in landing several very hard backhanders on his nose, and eventually he desisted, but it was a close shave.

If circumstances compel you to interview a water-buffalo, better, far better, than either tree or pony or polo-stick is a Burmese child. Its age does not matter, anything old enough to stand upright will answer the purpose. Clothed in a grin and armed with a twig, the brat marches up to one of these truculent monsters, calls it names, smacks it on the nose, orders it to clear out, and simply puts the fear of God into it. You are perfectly safe in company with a Burmese infant, but the ignominy of your position as a representative of the ruling race, bites into your very soul.

Every afternoon is not occupied in the pursuit of work. Perhaps there is a jilal not far away where a pleasant and profitable time can be spent after duck and snipe, the bag forming an agreeable addition to the daily menu. The ordinary Burman villager does not appreciate the attractions of shooting except for the "pot." Sitting down to rest on one occasion while out snipe-shooting, a friendly old Burman came up and entered into conversation. Picking up a snipe he remarked that it was a very small bird, and enquired the price of cartridges. I replied about two annas. After some mental arithmetic he announced that I could buy a chicken for four annas, and there was a great deal more eating on the chicken than on two snipe, not to mention the time and trouble in getting the latter. He evidently thought I was rather a fool to buy cartridges instead of chickens. I had not the courage to tell him that sometimes a snipe cost several cartridges—he would have regarded me as a madman. Walking back to camp after shooting one night, I found an interesting phase

## WHY WAS HIS RIGHT SLEEVE DRY?

Dreams from China and Japan, by Gonnosuke Komai (The Eastern Press, Ltd.), is a collection of poems by a Japanese "gentleman" residing in London. These poems are short, but the author manages to compress in the space a vivid record of memories and reveries of Japan. Writing in London, in the complex heart of the modern world, this Japanese poet opens wide a gateway through which is revealed a glimpse of the colour and charm of the East. It is an impression of Old Japan, and perhaps he looks back upon the past with a regretful sentiment. At any rate, he still wears the silken robes of his ancestors and perpetuates their existence in his graceful verse.

"Poetry," says Komai in his foreword, "is the religion of Japan. Through it the Japanese people cultivate their patriotism and Love of Beauty. It is the standard of their daily life."

Mr. Komai achieves the maximum of effect with the minimum of means in his poem on Korea:

O Land of Ghosts  
Robed in white,  
Idly drifting hither and thither.  
Or, again, the gentle irony of the jealous Japanese wife:

Darling, tell me—  
I am not jealous—  
But I only wish to know—  
If you really walked—

Alone through the rain  
With your umbrella,  
How is it that your left sleeve  
Is quite wet?

The while your right one  
Is dry as summer weather?

These poems show a true appreciation of the simple elemental things of life, the varied manifestations of natural beauty and those qualities of patriotism and heroism which have so rapidly transformed Japan from a feudal basis to its present position among the foremost nations of the world.

## ANSWERS TO QUERIES.

Below will be found some election results not telegraphed out by Reuter, and which have been enquired for by some of our readers.

PLYMOUTH—DRAKE (42,833).

\*Sir A. S. Benn (Co. U)..... 17,188

T. W. Dobson (L)..... 6,225

PLYMOUTH—DEVONPORT (31,637).

\*Sir C. Kinloch Cooke (C.U) 13,240

F. Bramley (Lab) ..... 4,115

S. Lithgow (L) ..... 3,930

PLYMOUTH—SUTTON (43,444).

\*Major Waldord Astor (Co. U) 17,091

W. T. Gay (Lab) ..... 5,334

Capt. S. Ransom (L) ..... 3,488

PORTRUSH—CENTRAL (35,964).

Sir T. Bramsden (L)..... 10,929

Sir W. Dupree (Co. U)..... 6,008

H. Hinshelwood (Lab) ..... 4,004

PORTRUSH, N. (35,367).

\*Major Sir B. Faire (Co. U)..... 11,427

L. Yexley (Ind) ..... 7,063

PORTRUSH, S. (37,427).

Major H. R. Cawyer (Co. U) 15,842

Miss A. Garland (L) ..... 4,283

J. Lacey (Lab) ..... 3,070

EXETER (31,267).

\*Sir R. Newman (Co. L)..... 12,524

L. W. Costello (L) ..... 8,805

PEMBROKE (42,808).

Sir Evan Jones (Co. L)..... 19,200

Ivor Gwynne (Lab) ..... 7,712

G. Thomas (Ind) ..... 597

ROCHESTER—GILLINGHAM (27,899).

G. F. Hobler (Co. U) ..... 12,455

A. W. Tapp (Lab) ..... 3,705

J. Cronin (Ind) ..... 1,001

ROCHESTER—CHATHAM (31,000).

J. T. Moore Brabazon (Co. U) 11,454

Dan Hubbard (Lab) ..... 4,134

H. B. D. Woodcock (L) .. 2,778

HACKNEY, S. (25,212).

H. Bottomley (Ind) ..... 11,145

A. Henri (Co. L) ..... 2,530

MIDDLEBROUGH, W. (32,235).

Sergt. Thomson (Co. L) ..... 10,958

C. T. Cramo (Lab) ..... 5,350

\*Denotes previous member.

ELECTRICAL COMBINE.

An important amalgamation scheme in the electrical industry has been carried through by Messrs. Dick, Kerr and Co. A new company has been formed named "the English Electric Company, Ltd., which has already acquired all the shares of the Coventry Ordnance Works Ltd. and the Phoenix Dynamo Manufacturing Co., Ltd., both of which are private concerns, and an offer is now made to Dick, Kerr's shareholders to exchange their shares on terms which the directors strongly recommend.

The new company has a registered capital of £5,000,000, of which less than £2,000,000 will have been issued when the proposed exchange with Dick, Kerr shareholders is completed. The company will be one of the three principal electrical manufacturing concerns in this country. The board is representative of the leading engineering industries. Three of the main line railways are represented by Sir Charles Ellis, Great Eastern Railway.

Mr. Hitchens, London and North-Western.

Mr. Bernard Firth, Great Northern.

Equally important is the representation of our shipbuilding and owning interests by

Mr. John Sampson, director of Harland and Wolff.

Sir Alexander Gracie, of the Fairfield Shipbuilding and Engineering Co.

The chairman and Mr. Hitchens, representing respectively John Brown and Co. and Cunard, Laird and Co.

of jungle life. The path led through some heavily timbered country with here and there open grassy glades. Coming suddenly on these open spaces, I stopped motionless, in the shadow of a large tree, at the sight that confronted me. On the open grass, lit up by the moonlight, some 15 or 26 hares were holding high revelry, standing on their heads, turning somersaults, performing the wildest antics, all as quaint and weird as ever a writer of fairy tales conjured from his imagination. I watched them fascinated and scarcely daring to breathe, for probably a minute. Then like a dash they vanished, nothing remained but the bare moonlit grass—the revellers had disappeared as swiftly and silently as the fairies are said to do.

## HONGKONG C.C.

## TENNIS TOURNAMENTS.

Following is the draw for Handicap Singles "A," Handicap Doubles, and mixed Handicap doubles. Handicaps are in parenthesis.

## HANDICAP SINGLES "A".

## 1ST ROUND.

N. E. Kent, (over 5) v. Capt. H. E. Murray, (recs 3/6), A. A. Claxton, (recs 15/2), A. B. Raworth, (recs 1/6) v. Capt. Gray, (recs 15/1), A. Morse, (recs 3/6) v. F. A. Redmond, (over 6), A. H. Crook, (recs 4/6) v. M. Coates, (recs 2/5), Lt.-Col. Crisp, (recs 2/6) v. Surg. Lieut.-Com. Cockrem, R.N., (recs 15/1), V. Dessau, (recs 15/3) v. L. Forster, (recs 1/6).

## HANDICAP DOUBLES.

## 1ST ROUND.

F. A. Redmond and A. Morse (over 4/6), S. H. Dodwell and D. G. M. Bernard, (over 4/6), A. K. MacKenzie, (over 4/6), A. R. Sutherland and B. J. C. Evans (over 4/6), and M. R. de Journe and V. Dessau, (recs 15/1) v. S. E. Green, (over 30) v. Major Ardoine, (recs 2/5), Lt.-Col. Crisp, (recs 2/6) v. Surg. Lieut.-Com. Cockrem, R.N., (recs 15/1), V. Dessau, (recs 15/3) v. L. Forster, (recs 1/6).

## HONGKONG MAN FROM FRANCE.

## THE PEAK TRAMWAY.

The "China Mail" is informed by the General Manager that the Peak Tramway will be running to the top by the end of next week if nothing unforeseen turns up. The Barker Road station will be ready a week later but until then the present temporary station will be used.

## HONGKONG TUNGSTEN MARKET.

From U.S.A. Commerce Reports we take the following by Consul General George E. Anderson, Hongkong.

Despite the fact that shipments of tungsten ore from Hongkong continue at an unprecedented rate,

recent developments in the markets of the United States have unsettled market conditions here, and there is considerable uneasiness among pro-

ducers in the Hongkong field as to the developments of the immediate future.

The shipments of tungsten ore from Hongkong to the United States during the first nine months of 1918 amounted to \$6,465,512 pounds,

valued at \$2,852,913 gold, while ship-

ments during the month of October

amounted to 2,531,600 pounds valued at \$1,435,933.

The fall in price of the ore in the United States, apparently due to unusual supplies and an overstocked market, has resulted in a reduction of the output of the Chinese mines, and there is likely to be more or less irregularity of production until the situation in the United States and other consuming countries resolves itself into some more stable condition.

Local mining experts, however, are of the opinion that whatever may be the situation in the United States, China will be called upon for all the tungsten it can produce, for the simple reason that under normal conditions and notwithstanding the Chinese Government "military" tax of \$15 per picul of 133 pounds (which works out to about \$25 in actual practice), the ore can be produced more cheaply in this field than in any other part of the world.

A fall in the exchange value of silver to a more ordinary level will reduce the cost of production of the ore in terms of gold very materially. It is thought, therefore, that there is a great future for the trade despite the uncertainty of the present moment.

Exports to Europe continue in about the volume which has moved so far during 1918, but the great bulk of the exports have been to the United States.

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## SHIPPING

**P. & O. S. N. Co.**

**ROYAL MAIL SERVICE**  
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
JAPAN, CHINA STRAITS, BURMA, COLOMBO, INDIA Etc.

TO MARSEILLES &amp; LONDON.

VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

E.S.	Leave Hong-kong about	Due Marseilles about	Due London about
"NELLOR"	9th April	15th May	22nd May

SINGAPORE TO BOMBAY.

DILWARA	17th March	2nd April
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SHANGHAI, MOJI, KOBE &amp;c.

DILWARA	3rd March	Shanghai only.
"NELLOR"	17th March	Shanghai, Moji and Kobe.

Wireless on all steamers.  
For Pass-Age Rates, Hand-Books FREIGHTS, &c. apply to—  
E. V. D. PARR,  
Superintendent,  
P. & O. S. N. Co. Office.

**OCEAN TRANSPORT CO., LTD.**  
(TAIYO KAIUN KAISHA).

FOR VANCOUVER AND SEATTLE.

"BOLTON CASTLE" for NEW YORK Sailing about beginning of March.  
For Space and Particulars apply to DODWELL & CO., LTD., Agents.

**NATAL LINE OF STEAMERS.**

TAKING Caro on through Bills of Lading to **SOUTH AFRICAN PORTS** with transhipment at CALCUTTA, in conjunction with the  
**INDO-CHINA STEAM NAVIGATION CO., LTD.**  
AND APCAR LINE.

Sailings from Hongkong.

For freight &amp; further particulars apply to DODWELL &amp; CO., LTD., Agents.

**THE NANYO YUSEN KAISHA**  
(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

For JAVA  
RIOJUN MARU ..... due on or about 3rd Mar.

For JAPAN  
BORNEO MARU ..... due on or about 10th May.  
For Freight or Passage apply to DODWELL & CO., LTD., Agents.

**O. S. K.****OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ..... Monthly direct service via Singapore and Port Said.  
CELEBES MARU ..... Sunday, 9th March.

GENOA & BOMBAY ..... Monthly service, taking cargo on through Bills of Lading with transhipment at Bombay to Companies.

BURMA MARU ..... Monday, 3rd March.

MARSEILLES ..... Monthly direct service via Singapore and Port Said.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN VIA SINGAPORE.

HIMALAYA MARU ..... End of March.

GENOA & BOMBAY ..... Regular fortnightly service via Singapore.

BURMA MARU ..... Monday, 3rd March.

BATAVIA, SAMARANE, SOURABAYA, ..... Monthly direct service.

SYDNEY, MELBOURNE ..... Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.

LUZON MARU ..... Middle of March.

WICKERIA, VANCOUVER, SEATTLE, TACOMA ..... Regular fortnightly service via intermediate ports in Japan and America, via UVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Mailway.

AFRICA MARU ..... Saturday, 1st Mar., at 1 p.m.

MEXICO MARU ..... Monday, 17th Mar., at 3 p.m.

HAIPHONG ..... Three times a month service.

TAITOKU MARU ..... Friday, 28th February.

JAPAN PORTS ..... NAGASAKI, YOKOHAMA.

DAIBOSHI MARU ..... Thursday, 27th February.

KELUNG, TAKAO VIA SWATOW, AMoy

These steamers will sail direct from Hongkong to the above ports for the 1st and 2nd class Saloon, cabin and steerage.

For TAKAO via SWATOW and AMoy.

SOSHU MARU ..... Thursday, 27th Feb. at 9 a.m.

For KELUNG via SWATOW and AMoy.

AMAKUSA MARU ..... Sunday, 2nd Mar., at 10 a.m.

KAIJO MARU ..... Sunday, 9th Mar., at 10 a.m.

For sailing dates and further particulars please apply to—

E. YAMASAKI, Manager.

No. 1, Queen's Building.

Tel. No. 744 & 745.

**EMULSION OF COD LIVER OIL  
WITH HYPOPHOSPHITES.**

A palatable emulsion containing forty per cent of pure Cod Liver Oil, a valuable Food, Tissue Builder, and Tonic.

In bottles \$1.25 and \$2.00 each.

**EXTRACT OF MALT & COD LIVER OIL**  
\$1.50 and \$2.50 per bottle.**VICTORIA DISPENSARY,**  
TELEPHONE 298.**SHING KEE CO.**

SODA MERCHANTS,  
IMPORTERS AND EXPORTERS  
OF

Cassitic Soda, Soda Ash, Muriate of Ammonia, Silicate of Soda, Bicarbonate of Soda, Mineral Water, Soda Crystals, Bleaching Powder, Sulphur Acid, Phosphate of Ammonia, etc., etc.

ALWAYS IN STOCK.

No. 32, Des Voeux Rd., West, HONGKONG.

## SHIPPING

## SHIPPING

**C. N. C.  
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

STEAMERS	TO SAIL
SHANGHAI	Mar. 1, at 3 p.m.
SWATOW & BANGKOK	Mar. 4, at 10 a.m.
SHANGHAI	Mar. 4, at 4 p.m.
HAIPHONG	Mar. 6, at 10 a.m.
SHANGHAI	Mar. 6, at Noon.

SHANGHAI LINE—PASSENGERS, RATES AND CARGO: Excellent Saloon accommodation. Amenities: Electric Light and Fans, in Cabin and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai. Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Wusong. For Freight or Passage apply to BUTTERFIELD & SWIRE, LTD.

Telephone No. 33.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

STEAMERS	To Sail
MANILA	YUENSANG, FRIDAY, Feb. 28, at 2 p.m.
SHANGHAI	LOKSANG, SATURDAY, Mar. 1, at 8 a.m.
STRaits & CALCUTTA	WINGSANG, SUNDAY, Mar. 2, Daylight.
MANILA	LOONGSANG, FRIDAY, Mar. 7, at 3 p.m.
SANDAKAN	MAUSANG, SATURDAY, Mar. 8, at Noon.

GALCUTTA LINE—This line is temporarily discontinued owing to the war, but will resume a monthly service with Calcutta by the ex. "Kwangtung" and "Yunnan," sailing at monthly intervals from Singapore and Penang. The former carries a limited amount of general cargo, and the latter a fully qualified surgeon.

SINGAPORE LINE—The ex. "Van Waerwijk" leaves for Singapore approximately every two weeks, and returns to Hongkong via Malacca.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai.

MANILA LINE—A weekly service maintained with Manila by vessels with good passenger accommodations.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hongkong when circumstances allow.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer appointed to take passengers and cargo.

SWATOW LINE—A regular service is run from March to October between Hongkong and Tsinshau, calling at Kowloon, Amoy and Chefoo.

YUNNAN LINE—A regular service is run from March to October between Hongkong and Yunnan.

For Freight or Passage apply to DAVID SASOON & CO., LTD., Agents.

**BRITISH INDIA S. N. CO., LTD.****APCAR LINE.**REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, HONGKONG, SHANGHAI  
AND JAPAN PORTS.

## EASTWARD.

## WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage apply to DAVID SASOON & CO., LTD., Agents.

REGULAR SAILINGS  
BETWEEN  
CHINA, MANILA, SINGAPORE, JAPAN  
and SEATTLE.

**THE ADMIRAL LINE.****PACIFIC STEAMSHIP CO.****TRANS-PACIFIC FREIGHT SERVICE.**

## REGULAR SAILINGS

## BETWEEN

## CHINA, MANILA, SINGAPORE, JAPAN

## and SEATTLE.

FOR FREIGHT AND PARTICULARS  
APPLY TO:

THE ADMIRAL LINE,  
JOHN J. GORMAN, GENERAL AGENT.

Telephone 2888.

No. 12, Ice House Street.

**SOUTH AMERICAN LINE.****HONGKONG to BEIRA****DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN****with transhipment at COLOMBO to Steamers of the INDIAN****AFRICAN LINE.**

## SHIPPING

**CANADIAN PACIFIC  
OCEAN SERVICES LIMITED**

## PACIFIC SERVICE

## SAILINGS FROM HONGKONG TO VANCOUVER

via NAGASAKI (or Moji) KOBE and YOKOHAMA.

STEAMER FROM HONGKONG ARRIVE VANCOUVER

Empress of Russia 13th Mar. 31st March.

Empress of Japan 13th Mar. 2nd April.

Empress of Asia 27th Mar. 14th April.

Monteagle 5th April 29th April.

Empress of Russia 24th April 12th May.

Empress of Japan 7th May 28th May.

Empress of Asia 22nd May 9th June.

Monteagle 10th June 4th July.

Empress of Asia 19th June 7th July.

Empress of Russia 17th July 4th Aug.

Monteagle 14th Aug. 1st Sept.

Empress of Russia 20th Aug. 13th Sept.

For particular regarding passage fare, sailing time, route, etc., apply to P. C. SUTHERLAND, General Agent, Passenger Department, Phone 782.

For freight rates and through bills of lading, apply to J. N. WALLACE, General Agent, H

## SHIPPING

**P. & O. S. N. CO.**  
ROYAL MAIL SERVICE  
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO  
**MARSEILLES AND LONDON,**  
TAKING PASSENGERS AND CARGO TO  
**STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.**

Steamers	Leaves HONGKONG about	Due MARSEILLES about	Due London about
NELLORE	8th April, 1912	13th May	24th May

TO BOMBAY via STRAITS & COLOMBO.			
S.S.	From Hongkong about	Bombay about	due
DILWARA	17th March.	2nd April	

## TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	
DILWARA	8th March	Shanghai only.
NELLORE	17th March	Shanghai, Moji and Kobe.

Tickets Interchangeable with B.I.S.N. Coy. between ports, common to both Companies.  
P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or by Orient Company.  
Passengers may travel B.I. Company between Singapore and Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.

Stearns and Sailing dates are liable to be altered without notice.

## NOTICE TO CONSIGNERS.

Consignees are reminded of the necessity to apply to the Company's Agents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

For further information, Passage Fares, Freights, Handbooks, Dates of Sailings etc., apply to:

E. V. D. PARR,  
Superintendent.

**E. HING & CO.**  
LARGE STOCK OF SHIPBUILDING MATERIALS,  
viz Steel Ship Plates, Angles and Bars.  
Also Shipchandlery Articles.  
Telephone No. 1116. 23, Wing Woo Street, Central.

**NIPPON YUSEN KAISHA.**  
(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
DESTINATION STEAMERS & DISPLACEMENT SAILING DATES

Shanghai, Kobe & Shidzuoka Maru, 12,820 tons WED., 10th Mar., at 11 a.m.

Yokohama.

Nagasaki, Kobe & Nikko Maru, 8,600 tons MON., 31st Mar., at 11 a.m.

Yokohama.

Shanghai & Kobe Benten Maru, 8,050 tons Beginning of March.

London or Liverpool via Singapore, Malacca, Penang, SATURDAY, 8th March. Colombo, Suez & Port Said.

Melbourne via Manila Zamboanga, Thursday Is., Townsville, Brisbane, & Sydney WED., 26th March, at 11 a.m.

New York via Shanghai, Kobe, Yokohama, San Francisco & Panama Canal.

Bombay via Singapore, Malacca, Yubari Maru, 8,000 tons & Colombo Beginning of March.

Calcutta via Singapore, Penang Akita Maru, 8,000 tons & Rangoon Beginning of March.

Omitting Shanghai and/or Moji Wireless Telegraphy.

**HONGKONG-VICTORIA B.C.-SEATTLE VIA MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, & YOKOHAMA.**

Operated by the magnificent and splendidly equipped Passenger Steamers "Fushimi Maru," "Suwa Maru," "Kashima Maru" and "Katori Maru," each of over 20,000 tons displacement.

Next sailing from Hongkong:

\*Fushimi Maru, SATURDAY, 22nd Mar., at 11 a.m.

\*Suwa Maru, MONDAY, 5th May, at 11 a.m.

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Hongkong, April 1, 1912.

## VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAMES	FOR FREIGHT APPLY TO	TO BE DRAFTED
Liverpool via Spore, Fang & Co., &c.	Kitano Maru	Nippon Yusen Kaisha	On 8th March.
San Francisco via Shanghai, Jap. &c.	Shiroyo Maru	Toyo Kisen Kaisha	On 8th March.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 8th March, at Noon
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 8th March
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 8th March
New York	Nevelius	The Bank Line, Limited	About 18th Feb.
Bloemfontein	Bolton Castle	Dowdell & Co., Ltd.	Beginning of March
Fushimi Maru	Fushimi Maru	Toyo Kisen Kaisha	On 8th March.
Africa Maru	Nippon Yusen Kaisha	Canadian O.S. Ltd.	On 13th March.
Empress of Russia	Osaka Shosen Kaisha	Canadian O.S. Ltd.	Middle of March.
Empress of Japan	Osaka Shosen Kaisha	On 31st March.	Beginning of March
Sydney & Melbourne	Osaka Shosen Kaisha	On 1st April.	Beginning of March
Australian Ports via Japan	Seijo Maru	Toyo Kisen Kaisha	On 7th April.
Japan	Seijo Maru	Doyle & Co., Ltd.	On 10th April.
Shanghai	Wingang	Maheon & Co., Ltd.	On 10th April.
Shanghai	Chenan	Butterfield & Swire	On 10th April.
Shanghai	Dinan	P. & O. S.N. Co.	On 10th April.
Shanghai, Kobe & Yokohama	Shidenko Maru	Nippon Yusen Kaisha	On 10th April.
Sandakan	Mausang	Jardine, Matheson & Co., Ltd.	On 10th April.
Kuching via Swatow and Amoy	Amakusa Maru	Osaka Shosen Kaisha	On 10th April.
Takao via Swatow & Amoy	Yatsing	Jardine, Matheson & Co., Ltd.	On 10th April.
Swatow, Amoy & Foochow	Yatsing	Nippon Yusen Kaisha	On 10th April.
Manila	Java	P. & O. S.N. Co.	On 10th April.
Java	Singapore, Rangoon & Calcutta	Osaka Shosen Kaisha	On 10th April.
Nagasaki, Kobe & Yokohama	Nagasaki	Osaka Shosen Kaisha	On 10th April.
Straits & Calcutta	Riojan Maru	Nippon Yusen Kaisha	On 10th April.
Singapore, Penang, Colombo & Port Said	Nellore	Jardine, Matheson & Co., Ltd.	On 10th April.
Colombo, Delagoa Bay, Durban	Himalaya Maru	Osaka Shosen Kaisha	On 10th April.
Bombay, via Singapore, Malacca & Colombo	Yuturi Maru	Nippon Yusen Kaisha	Beginning of March

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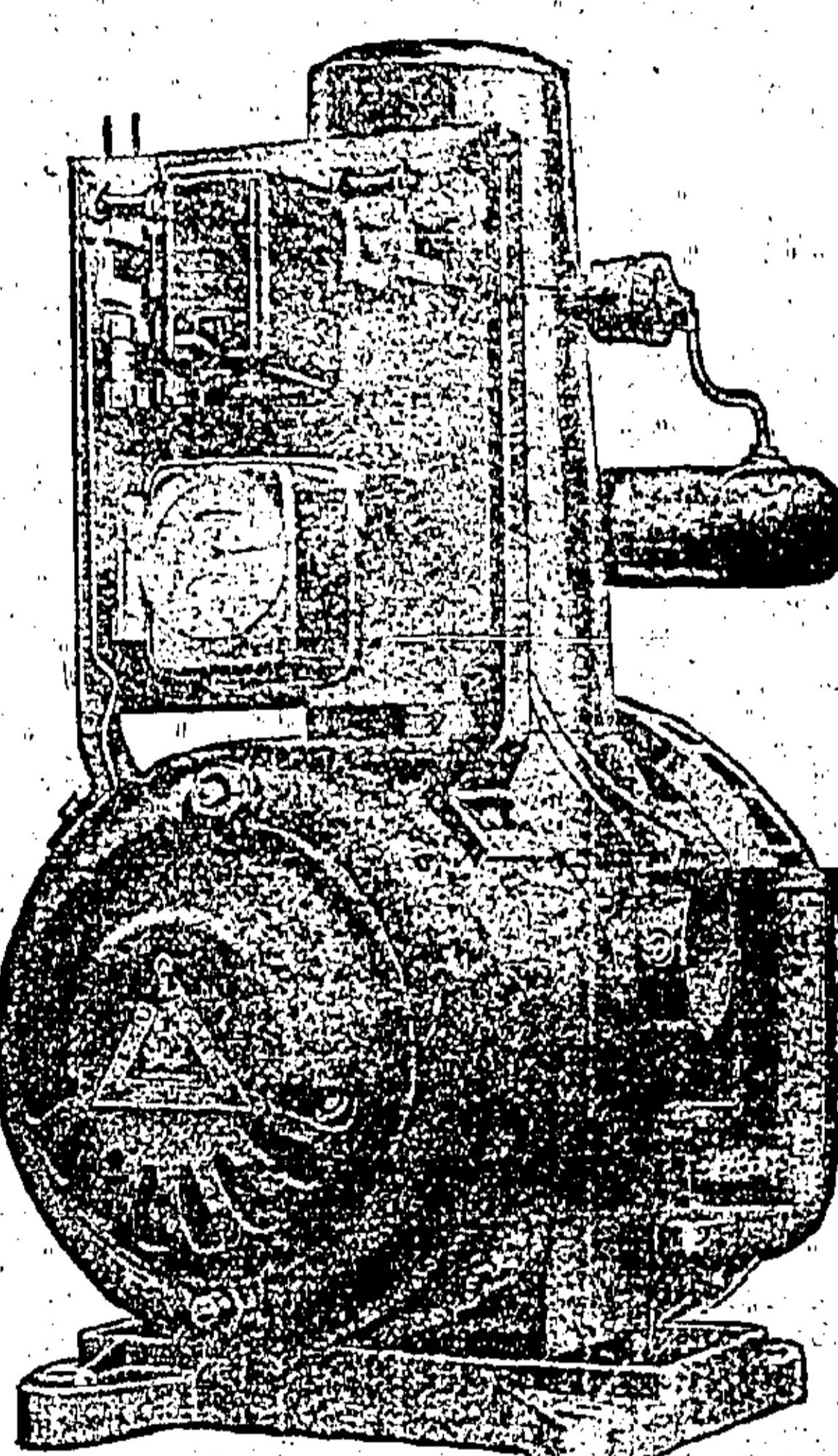
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Hongkong, April 1, 1912.

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## JAPAN'S CASE.

The following is the complete text of the statement recently made to newspaper correspondents by Baron Makino, the Japanese Foreign Minister and delegate to the "Peace Conference":

"We ask nothing for Japan but those things which appear to us just, equitable, and of which we may be able to convince not only the representatives of the nations in the Peace Conference but the people of the countries they represent. We have no demands to make, we merely advanced certain matters for the same consideration by other nations as we have ourselves given to them in the light of our own position and the future of the Far East."

"It may be necessary to go back through the history of some years in order that we may arrive at what we regard as a fair and equitable conclusion. At the outset I desire to state that since the time Japan opened her doors to foreign intercourse—trade and political exchanges, these treaties and engagements which Japan has made with other countries have been kept in good faith and with a regard for the good name of the nation and of the rights of other nations.

## THE WAR WITH CHINA.

"In the years 1893 and 1894 Japan was engaged in war with China; it was a war of defence, not one of offence, and out of it Japan came victorious. As a result of the negotiations which followed Japan was given a title to and lease of the Liuchung Peninsula with the naval base and fortress of Port Arthur and the Port of Tairen. Her tenure of this was but short-lived because immediately came a protest from France, Germany and Russia against a foothold by Japan on the continent and to this force majeure Japan yielded, Russia then taking possession of the lease of the Peninsula. England was given the Port of Weihsien.

"In the year 1903 Germany took possession of the port of Tsingtao, on the shores of the China Sea, in the province of Shantung, within a few hours' sail of Japan, as a compensation for the murder by the Chinese of two German missionaries. In addition to this she secured a lease of 99 years upon the hinterland known as Kiaochow and established herself firmly upon the soil of China, just as Russia had done at Port Arthur and Tairen, and England at Weihsien.

"In the year 1905, owing to the threatening attitude of Russia, Japan, in order to preserve her national existence, declared war and forced Russia to an armistice and peace negotiations at Portsmouth out of which, while victorious she came without money indemnity. It is a matter of record that Japan waived all claim to indemnity in money after a war which cost so many thousands of human lives, and what was to us immense sums secured from sympathetic foreign countries and contributed out of the hard-earned livelihood of her people. This burden was shouldered by Japan and has been borne patiently up to the present time. We required, it is true under the treaty of peace at Portsmouth the rights of the South-Manchurian Railway, possession, under lease, of Port Arthur and the Liuchung Peninsula with the port of Tairen. The rail-road ran from Tairen to the town of Changchun, north of Mukden, where it made connection with the Russian railway running to Harbin and with the trans-Siberian railway, thus affording Japan a link by rail with the outer world and a strategic position for her own protection in case of threatened invasion in the future.

## DELICATE PROBLEMS.

"The situation thus created was delicate and at times difficult. The South-Manchurian Railway runs through Chinese territory as far as Changchun, and is the only rail transportation outlet for the productions of the Chinese peasants, farmers and manufacturers. The Chinese population of that part of the province through which the line runs numbers many millions and the present Japanese population there is very small; not one half of one percent. Quite naturally this penetration by a Japanese railway of Chinese territory, or invasion as it was called, while within the right granted to us under the terms of the Portsmouth Treaty, added fresh fuel among the Chinese to the fire of antagonism. As a result, the opposition already existing in China against Japan was considerably intensified. From time to time the resentment showed itself in quarrels between local Japanese and Chinese.

"An active propaganda on the part of those who sought to continue and increase feeling in China versus Japan led the people of China generally to a conviction that Japan had territorial ambitions and intended to seize other territories on the mainland, indeed to become the master, or the suzerain, of China. Under such conditions the inevitable errors made by some of the people who went from Japan to seek fortunes in China, or who were imbued with an erroneous idea of their own superiority, brought about increased ill-feeling, and the irritation was intensified by the malicious whisperings of the agents.

## SERIOUS MISTAKES.

"It would be foolish to say that in the conduct of our political and commercial relations, extending over a period of 20 years, serious mistakes have not been made. On the other hand, I have no doubt that the wise people of China themselves will understand that mistakes have also occurred on their side and that incidents arising from time to time might have been handled with greater delicacy and care. Throughout this considerable period China had become a field for exploitation for those from other lands who sought to promote or develop the vast resources which have laid untouched in all the provinces and which, by enterprise and the use of the cheaper Chinese labour, could be turned into profit. Iron, gold, copper, oil and indeed the almost unlimited resources of China attracted those who could command capital or those who hoped to secure valuable concessions which they could offer in the market to combinations of capital for the purpose of exploitation. In addition to these there was the natural and usual competition, increasing daily as the means of communication with the outer world were extended from the old sailing ships, which caught the trade winds, to the more modern fleets of steamships capable of carrying great freights all over the world. China became, year after year, more and more a center of international competition; not only this, but a center of international intrigue and therefore of great international jealousies, with Japan always geographically dangerous as a competitor because she, too, sought to reap advantage and to extend her trade. For the last 10 or 15 years Japan has increased her trade in and with China enormously and notwithstanding the stories of China's intense antagonism toward Japan, the traders of the two nations have done and are doing business together most amicably and to considerable mutual advantage.

## COMING OF THE GERMANS.

"Among those who came from the outside world to China for the purposes of exploitation were the Germans, who in recent years, had been by far the most active, not only in trade, in securing concessions or in placing loans, but particularly in political intrigue. Having established themselves with a naval base in the Far East at Tsingtao, they proceeded to build there a magnificent harbour and a city German in all its aspects and German in all its methods and undertakings. They built the railway from the town of Tsingtao to the great city of Tsinan, the capital of the province of Shantung. They developed also the railway through the province of Shantung, north to south, connecting Tsingtao with this Tsinan line, which had its northern terminus in the city of Tientsin, where they made a junction again with the railway from Peking down to Pukow on the Yangtze, opposite Nanking on the Yangtze. The German boats ran from the city of Shanghai to the great centre of Hankow. Germany was gradually spreading tentacles all over China. By degrees the Germans became more and more the masters of the province of Shantung, with its 30 millions of inhabitants and its vast treasures and possibilities. Concessions after concession passed into German hands, the port of Tsingtao became more and more important, and it would not be an exaggeration to say that Germany acted as master in that province, spending money freely and practically blocking the efforts of all others to secure a share in the yield expected to produce as her development proceeded, aiming always at weakening the influence of other nations in the Far East.

## OLD ANTAGONISMS.

"But immediately Japan took possession of the old antagonisms came more markedly into evidence, fanned by the Germans in China, who were enraged at their loss. The old jealousies were revived because of Japan's occupation of another portion of the territory of China. As in the case of the South Manchurian Railway, there were unfortunate disturbances and many complaints, just and unjust.

"Throughout this period of three years China was a neutral State. While China was neutral, the Germans were extremely active elsewhere in China and their influence, we have reason to believe, was very great. The German banks carried on their business throughout China and continued to collect with great regularity the huge indemnity which China was forced to pay by instalments, because of the Boxer Rebellion in 1900.

THE 1915 DEMANDS.

"In 1915 Japan, in a desire to bring about a rapprochement with China and to settle outstanding differences because of conflicts which had occurred at various points,

made certain demands upon China and included among these demands certain expressions as to what she would desire further in case China were willing to grant concessions.

I make reference to this because we desire to clear the table of matters which confuse the public mind to some extent. In the matter of these demands and the adjunct or rider thereto, considerable misunderstandings have, I think, occurred and much blame has been laid at the door of Japan. I am not prepared here and now to discuss the rights and wrongs of that situation, which is past and done with; but out of the negotiations came a treaty or agreement entered into between China and Japan under which Japan agreed to restore Kiaochow to China. This convention is an open document and has been published in full."

NO SECRET CLAUSES.

Attached to that agreement are no secret or concealed clauses, whatsoever. These engagements were entered into by China and subsequently, in 1918, an arrangement was en-

tered into regarding international settlements in Tsingtao and some of any value is to be formed, the rules of that League must certainly prohibit a selfish aggression or a selfish exploitation. We feel that after the expenditure and the loss of 2,000 precious lives, small as it may be in the great toll that has been reaped in this fearful struggle, we are entitled to receive from Germany delivery of that which she refused to deliver in order that it may be returned to its rightful owner. Let me emphasize that neither in Shantung nor in Manchuria does Japan seek to take improper advantage of China.

She seeks equal opportunity, an open door and the right of peaceful cooperation between the two nations of the Far East.

"Some reference may be made to Siberia. In the year 1918, Japan, at the request of her Allies, sent her troops into Siberia for the purpose of assisting the westward-moving Czechoslovak, whose existence was interrupted by the Bolsheviks and by the thousands of ex-German prisoners who, well armed, were co-operating with the Bolsheviks, as well as to protect the vast international stores in Vladivostok and elsewhere along the Siberian railway or the Amur River as far as Irkutsk. In the operations consequent upon this expedition Japan, in co-operation with her Allies, cleared the country of the immediate menace above Vladivostock, at Nikolayevsk and Blagoveshchensk, dispersed the bands and seized considerable supplies of arms as well as a number of small river vessels which had been armed by the Germans. I make no special point of this expedition, nor do I boast of any achievement; it is sufficient to say that, in agreement with our Allies, we had said that we would win them, evacuate Siberia when order was restored and a stable government effected. We have now withdrawn the major portion of these troops and will be glad when the day arrives when, under the terms of the agreement, all foreign troops may be withdrawn from Siberia or from Russian territory and an orderly government set up in those countries.

CLAIM TO PACIFIC ISLANDS.

"China has the raw material; we have need for raw material and we have the capital to invest, with China, in its development for its use by ourselves as well as by China. I somewhat labour this point because we are accused of aims in an exactly opposite direction to those of fair operation and partnership, as well as being accused of the folly of making deliberate and obvious efforts to take advantage of our neighbour.

We realize the great change that has taken place, and must take place among nations in their feelings one with the other. The old day of exploitation or of the argonaut from other lands, if you will, has surely a recognition of what Japan has

## EQUAL OPPORTUNITY.

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CLAIM TO PACIFIC ISLANDS.

"The groups of the Caroline and Marshall Islands, lying north of the Equator and adjacent to Japan, were under German domination. They were taken and occupied by Japan. We have entered a claim for the right to occupy those islands for the purpose of peaceful development and profit. This claim is supported by a sense of right and justice; we believe that they can be developed in the matter of their resources to our advantage and controlled to the greater advantage of their native population than by any other nation. Furthermore, the whole people of Japan feel that such a disposition of the islands would be a recognition of what Japan has

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"Some reference may be made to Siberia. In the year 1918, Japan, at the request of her Allies, sent her troops into Siberia for the purpose of assisting the westward-moving Czechoslovak, whose existence was interrupted by the Bolsheviks and by the thousands of ex-German prisoners who, well armed, were co-operating with the Bolsheviks, as well as to protect the vast international stores in Vladivostok and elsewhere along the Siberian railway or the Amur River as far as Irkutsk. In the operations consequent upon this expedition Japan, in co-operation with her Allies, cleared the country of the immediate menace above Vladivostock, at Nikolayevsk and Blagoveshchensk, dispersed the bands and seized considerable supplies of arms as well as a number of small river vessels which had been armed by the Germans. I make no special point of this expedition, nor do I boast of any achievement; it is sufficient to say that, in agreement with our Allies, we had said that we would win them, evacuate Siberia when order was restored and a stable government effected. We have now withdrawn the major portion of these troops and will be glad when the day arrives when, under the terms of the agreement, all foreign troops may be withdrawn from Siberia or from Russian territory and an orderly government set up in those countries.

CLAIM TO PACIFIC ISLANDS.

"The groups of the Caroline and Marshall Islands, lying north of the Equator and adjacent to Japan, were under German domination. They were taken and occupied by Japan. We have entered a claim for the right to occupy those islands for the purpose of peaceful development and profit. This claim is supported by a sense of right and justice; we believe that they can be developed in the matter of their resources to our advantage and controlled to the greater advantage of their native population than by any other nation. Furthermore, the whole people of Japan feel that such a disposition of the islands would be a recognition of what Japan has

## COMMERCIAL

## AREN FIBRE.

It seems probable that a considerable trade may develop in the Netherlands East Indies in the preparation and export of aren fibre. This fibre is used for the covering of submarine cables, and in the broom industry. The fibre is obtained from the fibrous mass which is found on the leafsheaths of the aren palm (*Arenga saccarifera* Labill.). This mass is in the form of long, heavy fibres, which have remained behind after the fall of the old leaf stems. The material can be cut from the stem in strips, and is used by the natives for thatching, rope-making, and also small stiff brooms, whilst it can be employed in addition as binding material in native house construction, and in connection with the native canoe service.

There is also a European demand for aren fibre, which is signalled by its great power of resistance to water; its power of traction is, however, half as good as that of hemp, whilst it does not appear to be utilisable in the paper industry. From official experiments made in the Indies it has, however, been discovered that this type of fibre is a material most markedly suitable for covering submarine cables (its resistance to water has already been mentioned); further aren fibre can be successfully utilised in the manufacture of brooms. It is not so good for rope making, as it is coarse and lacks elasticity. The aren palm occurs in the forests throughout the whole archipelago, so that a considerable crop of fibres can be obtained. The palm is planted by the natives for the purpose of obtaining palm-wine, palm-sugar, and sugar.

## BROOM RUBBER.

The sixth annual general meeting of the Broome (Sulawesi) Plantations, Ltd., was held on December 19, at London. Lieut. Joseph Kelly, R.A.F., chairman and managing director, presided.

The Chairman said: Gentlemen.—As customary I will first deal with the accounts, which are set out in the usual manner. The net result of the past year's trading is a profit of £10,948. 18s. 4d. In the preceding year we made a net profit of £24,827 2s. 5d., and it will therefore be seen that our revenue this year is £13,678 4s. 1d. less. The reasons for this big decrease are, firstly, a drop of 5.6d. per lb. in the gross average selling price from 2s. 9d. to 2s. 2d., and, secondly, an increase from 1s. 4.12d. to 1s. 8.10d.—namely, 3.68d. per lb. in the cost of production. The crop of rubber harvested, however, shows an increase of 34,905 lbs. as compared with the output obtained during the season 1916-17, notwithstanding that many of the older fields were rested and that the younger areas which could have been tapped were not opened up. With regard to the smaller prices obtained for our produce, this is as you all know has been common to every rubber-producing company, and is due to lack of shipping facilities from the East and restrictions upon imports into the U.S.A. and Canada. It costs 1.3d. per lb. more to harvest and put our rubber free on board steamer at shipping ports, and owing to the enormous increase in rates of freight, the sale charges, which include this item, have gone up by 3.1d. per lb. Per contra, war risks insurance shows a saving of 7d. per lb. due to our shipping considerable quantities via the Pacific to America instead of through the Mediterranean, and London standing charges are down 1d. per lb. Having regard to the difficult and anxious times I think we may congratulate ourselves on having come through with what is, at all events, a fairly substantial balance on the right side of our accounts. Although shipping facilities cannot be all that we may desire for some time to come, I do not think that I can be considered an extreme optimist if I express the opinion that our industry has seen the worst, and given time and more freight the outlook must slowly improve.

## HAVE YOU HAD THE GRIP?

There are certain disorders such as Influenza, or "the Grip," that especially debilitate and make the body unusually prey for more dangerous diseases. Ask those who have had the grip regarding the present condition of their health and most of them will answer: "Since I had the grip I have never been well." They still have puffed perspiration, the persistent weakness of the limbs, the disordered digestion, shortness of breath, and palpitation of the heart caused by the thin-blooded condition in which the grip almost always leaves its victim after the fever and influenza have subsided. They are, furthermore, at the mercy of relapses and of complications often very serious.

The grip itself of the grip there is a rapid thinning of the blood, and until the blood is built up again there can be no complete recovery of health and strength. In fact the thin blood often results in a lack of nutrition of the nerves that produces a form of nervous trouble called by medical writers "post grip neurasthenia," or neurasthenic following an attack of the grip.

To build up the blood there is one remedy that has been a household word for a generation. Dr. Williams' pink pills for pale people. They tone up the whole system, make the blood rich and red, strengthen the nerves, increase the appetite, put colour in the cheeks and lips, and drive away that unnatural tired feeling. They are endorsed people from every quarter, my keeping a system in a fit condition to ward off attacks of this disease.

Try Dr. Williams' pink pills without delay if you are a sufferer from the after-effects of the grip or any form of debility caused by thin blood. They are obtainable from medicine vendors every where, also post free, one bottle for \$1.50, six for \$8.—from the Dr. Williams' Medicine Co., 90 Fenchurch Road, Shanghai. A booklet full of useful information on "Building Up The Blood" will be sent free to any reader in response to a postcard request to the above address.

## Mrs. M. S. Cooper Tells How Cucurba Healed Her Child.

"Eczema began on my child's ear as a blister with a kind of white discharge. She rubbed her ear with a cloth, then she had it on her hands, neck, body and limbs. When she was asleep she scratched and rubbed till she made the eruption bleed so I used to tie her hands."

"It happened to see a Cuticura Soap and Ointment advertisement and I sent for a sample. I found it so good I bought more and after I had used three boxes of Ointment with the Soap she was healed." (Signed) Mrs. M. S. Cooper, 275, Bell Barn Rd., Birmingham, Eng.

Some think that because Cuticura does not contain soap it is soothing and healing severe eczemas. It is not designed to treat acne. But that is where it is most effective in preventing little skin troubles becoming serious.

Soap to cleanse, Ointment to heal. British Dept.: F. Newbery & Sons, Ltd., 27, Cheapside, Eccl., London. Gold everywhere.

## COMMERCIAL

## JANUARY RUBBER RETURNS.

Kuala Sawah.—0,468 lbs.  
Malacca Rubber Plantations.—  
247,800 lbs.  
Kuala Pergau.—2,806 lbs.  
Heven (Johore).—23,577 lbs.  
Bujong.—19,200 lbs.  
Benar.—3,905 lbs.  
Lenggong.—20,500 lbs.  
Henfetti.—11,505 lbs.  
Lunsei Matang.—33,200 lbs.  
Lucas (Sumatra).—31,223 lbs.  
Holland American Plantations.—  
23,187 lbs.  
Si Pan Pure.—20,088 lbs.  
Netherlands Lumut.—22,173 lbs.  
Sembilan Estates.—33,512 lbs.  
United Malacca.—11,210 lbs.; nine  
months 101,744 lbs.

## JAPANESE COPPER FOR CHINA.

Exports of copper from Japan to China usually amount to about 8,000 tons a year. Since about 18 months ago, says the "Japan Chronicle," export has been practically suspended owing to the advance in price that had occurred. Recently the copper market in Japan has become weak, especially since the aristocracy and China orders are now reviving.

It is said that about 3,000 tons have already been contracted for. Not only must the stocks that have run low owing to suspension of import be replenished, but it is expected that there will be considerable demand if the proposed reconciliation of the North and South in China is effected and the reform of the monetary system undertaken. There are also many thousand tons of coinage to replace copper cash brought by Japanese at less than its intrinsic value, and brought to Osaka in defiance of the Chinese law, to be melted down for commercial purposes.

Merchants estimate that over 10,000 tons will be exported. In view of this demand in China the copper market, which would otherwise decline, is maintained unchanged, the standard quotation standing at about Y. 50 per 100 kin, so that the Chinese will be buying back their copper much dearer than they sold it.

## STATUS OF CHINA IN TIBET.

The Allahabad "Pioneer" editorially urges that the present is a favourable opportunity to settle the Tibetan question on the lines of the Simla Convention, initialled by the Chinese representative but not ratified by China. It declares that it is intolerable, after the terrible lessons of the great war, that a possible source of serious strife should be allowed to exist.

After much discussion as to the status of China in Tibet, says the "Times," over which she was admitted to exercise suzerainty, but not sovereignty, Tibet in 1913 drove out the Chinese and declared its independence. Operations had begun again when in May, 1913, at the suggestion of Great Britain, a Tripartite Conference was held at Simla. It was understood that at this Conference an agreement was reached which provided for (1) the complete autonomy of Tibet Proper, (2) the right of China to maintain a Resident at Lhasa, and (3) a semi-autonomous zone in Eastern Tibet in which China would occupy a stronger position. The conferences, however, failed to find an acceptable demarcation of Outer and Inner Tibet, and the agreement was not ratified.

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## HONGKONG STOCK EXCHANGE.

## HONGKONG, 27th FEBRUARY, 1919.

## OFFICIAL QUOTATIONS.

## 11 A.M.

## BANKS

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME-TABLE.

## WEEK DAYS.

## 7.00 a.m. to 6.00 p.m. Every 15 minutes.

## 8.00 a.m. to 8.30 a.m. Every 10 minutes.

## 10.30 a.m. to 10.45 a.m. Every 15 minutes.

## 12.30 noon to 12.45 p.m. Every 15 minutes.

## 1.45 p.m. to 2.15 p.m. Every 10 minutes.

## 4.45 p.m. to 5.15 p.m. Every 10 minutes.

## 5.30 p.m. to 6.00 p.m. Every 15 minutes.

## 6.00 p.m. to 7.00 p.m. Every 15 minutes.

## 7.00 p.m. to 8.00 p.m. Every 15 minutes.

## NIGHT CARS.

## 8.50 p.m. to 9.30 p.m., 10 p.m., 10.30 p.m., 11 p.m., 11.30 p.m. and 12.15 a.m.

## SUNDAYS.

## 7.30 a.m. to 10.30 a.m. Every 15 minutes.

## 10.30 a.m. to 11.00 a.m. Every 10 minutes.

## 11.30 a.m. to 12.00 noon. Every 15 minutes.

## 12.30 noon to 12.45 p.m. Every 15 minutes.

## 1.45 p.m. to 2.15 p.m. Every 10 minutes.

## 4.45 p.m. to 5.15 p.m. Every 10 minutes.

## 5.30 p.m. to 6.00 p.m. Every 15 minutes.

## 6.00 p.m. to 7.00 p.m. Every 15 minutes.

## 7.00 p.m. to 8.00 p.m. Every 15 minutes.

## NIGHT CARS as on Week Days.

## SATURDAYS EXTRA CARS.

## 1.30 p.m. and 12 midnight.

## SPECIAL CARS by arrangement at the Company's Office, AIRPORT BUILDINGS, Des Vaux Road Central.

## Season and punch ticket available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained application at the Company's Office.

## No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Consignment order representing Bank Note.

## JOHN D. HUMPHREYS &amp; SON, General Manager.

## ASAHI BEER.

## ASIAN BEER COMPANY LIMITED.

## SINGAPORE RUBBER SHARE MARKET.

## MEASRS. FRASER AND CO'S QUOTATIONS.

## SINGAPORE, Feb. 8.

## Akar Gajah (\$1) ... 3.50 3.65

## Amal. Malay fy. pd. ... 2.25 2.40

## Ayer Hitam (\$5) ... 13.00 14.00

## Ayer Kuning (\$1) ... 1.25 1.45

## Ayer Molek (\$1) ... 2.50 2.60

## Ayer Panas (\$5) ... 10.00 10.75

## Balgown (\$1) ... 5.00 5.25

## Bassit (\$1) ... .90 1.05

## Batang Benar (\$10) ... 14.00 15.00

## Batu Lintang (\$10) ... 1.10 1.25pm

## Bukit Jeloton (\$1) ... 0.65 0.75

## Bukit Katil (\$1) ... 1.00 1.10

## Bukit Kepon (\$2) ... 2.65 2.75

## Bukit K. B. (\$1) ... 0.65 0.75

## Bukit Timah (\$10) ... 1.10 1.20

## Changkat S'dang (\$5) ... 7.50 8.00

## Glenayre Mills (\$1) ... 1.90 2.10

## Hayor (\$5) ... 7.00 8.00

## Indragiri (\$5) ... 7.00 7.30

## Jaran (\$1) ... 1.35 1.45

## Jimah (\$1) ... 1.70 1.85

## Kamasan (\$2) ... 4.25 4.50

## Kadah (\$1) ... 3.48 3.60

## Kelemak R. (\$5) ... 6.50 7.00

## Kempas (\$2) ... 7.75 8.15

## Kluang (\$5) ... 6.50 6.00

## Lunas (\$5) ... 6.00 6.50

## Malaka Pinda ... 2.55 2.65

## Makalok (\$2) ... 4.4

THURSDAY, FEBRUARY 27, 1919

## ENTERTAINMENTS.

THE

## CORONET

Tel. No. 1743.

FEBRUARY 27 &amp; 28, MARCH 1 &amp; 2

## THE DADA BARA

IN

## THE SERPENT.

NO HALF PRICE SEATS.

Booking at ROBINSON'S.

## VICTORIA THEATRE

FEBRUARY 27 &amp; 28, MARCH 1 &amp; 2. 9.15 p.m.

PATHE NEWS NO. 26.

## "THE COUNT OF MONTE CRISTO"

FINAL EPOCH.

"THE PUNISHMENT."

MATINEE.

SUNDAY, March 2 at 6 p.m.

MRS. PLUM'S PUDDING

featuring MARIE TEMPEST.

Coming!

Coming!

FREEDOMY

&amp;

VAUDEVILLE CO.

## HONGKONG THEATRE.

MARCH 1, 2, 3 &amp; 4.

showing 3rd &amp; 4th Episodes

## "A LASS OF THE LUMBERLANDS"

featuring HELEN HOLMES.

Also Gazette &amp; Comics.

TUESDAY 4th. Matinee at 5.15 p.m.

1st &amp; 2nd Episodes BILLIE BURKE in

"GLORIA'S ROMANCE."

## THEATRE ROYAL

TO-NIGHT

TO-NIGHT

TO-NIGHT

## Edgar Warwick

PRESENTS

## WANNA FAIR

## THE RETURN OF THE FAVOURITES

EVERYONE WILL BE THERE—BE IN THE BOOM.

BOX PLAN ARRANGEMENTS

Until 1 p.m. at Moutrie's From 5 till 8 p.m. at Hongkong Hotel.

## A. D. C.

IN THE MUSICAL PLAY

## "PINKIE AND THE FAIRIES"

For GROWN UPS and CHILDREN

by W. GRAHAM ROBERTSON

MUSIC by FREDERICK NORTON

With full ORCHESTRA, CHORUS and BALLET

Over 60 Performers.

GALA PERFORMANCE, FRIDAY, March 21, at 9.15 p.m.

The gross takings of which will be allocated to the

## HONGKONG WAR MEMORIAL FUND.

PRICES:	Dress Circle	... ...	... ...	\$5.
	Stalls	... ...	... ...	\$3.
	Hall and Gallery	... ...	... ...	\$2. and \$1.
Second Performance:	Saturday, March 22, at 9.15 p.m.			
Third	"			
Fourth	"			
Fifth	"			
PRICES:	... ...	... ...	... ...	\$3, \$2. and \$1.
	Children half price to Matinee.			

Booking opens at MOUTRIE'S  
on Friday next, 28th inst., at 9 a.m.Printed and Published for THE CONCERNED by GIBSON, WILLIAM  
GIBSON, BURSTON, Editor and Manager, No. 5, Wyndham  
Street, Hongkong.

## THE CHINA MAIL.

LECTURE BY MR. J. O. P.  
BLAND.

At a meeting of the Central Asian Society held at the Royal Asiatic Club some weeks ago, Mr. J. O. P. Bland gave an interesting lecture on "China," illustrated by lantern slides. General Sir Edmund Barrow was in the chair.

The lecturer, in the course of his remarks, said: When we come to consider the question of peace, the establishment of a League of Nations, and other important questions, the position of China, which contains a population representing about a third of the human race, deserves very serious consideration. Unless we have studied the subject very closely I do not suppose anyone has any idea of the character and extent of the Oriental Bolshevism which has overrun that great country. We have been all of us too preoccupied with our own immediate affairs to pay much attention to China, but I may say that during that period of Oriental Bolshevism there have been more lives lost than in the whole of the European War. I propose to set before you a broad outline of the course of events since the collapse of the Manchu dynasty in 1911, and to draw your attention to the fact that the present deplorable condition of China has been brought about, not by her political system, but her social system, whose roots go back into the distant past. I hope also to convince you that there is no hope of establishing any equilibrium without a benevolent despotism or some form of autocratic Government. The conclusions which I have arrived at are, I know, running diametrically opposite to many which our missionary societies have held, but I ask you to believe that they are perfectly sincere. Many people who study politics from the point of view of our own little island believe in the principle of Representative Government, and are of opinion that democracy is a panacea which will cure the evils of government yet devised, but it does not follow that every nation has attained such a stage of development that it can profitably apply this form of government. When certain politicians profess to believe in democracy, do they mean democracy as it exists in misguided Russia, or as I have seen it in Portugal, reducing the efforts of honest labour to impotence? Or, again, take the present position of India. It is proposed to give self-government to India, and yet, when it is remembered that this is the very principle which has had such disastrous results in China, it might well cause our politicians to hesitate. Political theorists have declared with regard to China that it is not the business of this country to interfere with the development of the principle of self-determination, but this opinion does not coincide with the views held by the men of experience—the consuls, the diplomats, the financiers, and traders. They hold it is our business to maintain a strong central authority. When Yuan Shikai wanted to establish a firm Central Government, we failed to support him, and to-day China is suffering very severely as the result. While the Chinese Parliament has argued, wrangled and dallied, the only practical thing they have done in the course of their six years' Parliamentary activity is to pass payment of members. There they have followed the example of Europe. (Laughter.) The people are taxed more heavily than they were before. A civil war is going on between the leaders, of the North and the South, and the military leaders on both sides have levied enormous sums from the civil populations in order to maintain their authority. Borrowing on a large scale is going on from Japan, but the North and the South have agreed, as they did in 1911, that the last thing they wish to do is to fire any shots at each other for any purpose of politics. Here we touch upon delicate ground, for the Anglo-Japanese Alliance is still in force and is still as important for British interest in the Far East as ever it was. But there is no doubt whatever in my mind that Japan has aimed at supremacy as a World Power in the Far East, and it has been to her interest to encourage dissensions in China by lending sums of money to the North and South for the purpose of civil war.

The Chinese joined in the war against Germany rather late in the day, and I remember there were many comments in the newspapers in this country about the oldest civilisation in the world joining in the war against German militarism. But there is much that has happened recently in China which would justify one in saying that the Chinese have developed a species of militarism far more corrupt even than German Junkerism. And yet we talk of the virtues of Republics! I met the other day a distinguished Liberal politician who expressed the hope that the time would shortly come when there was not a single throne left upon the whole of the planet. I endeavoured to convince him that it was not the political system of a country but the character of the people which made for good or bad conditions. Since the removal of the Manchu dynasty in China corruption is more rampant than ever. We have seen the revival of the opium trade which had been suppressed by the Manchus. And then take China's record as a belligerent. She went into the war professing to believe in the

BOATS DUE TO ARRIVE  
AND DEPART.

## VESSELS DUE TO ARRIVE

FEBRUARY 27.  
AGAPENOR, B. and S., from Liverpool.MARCH 3.  
NIOJUN MARU, D. & Co., from Japan, with mail.MARCH 5.  
FUSHIMI MARU, N.Y.K., from Seattle, with mail.MARCH 8.  
ANYO MARU, T.K.K., from Valparaiso.MARCH 10.  
BORNEO MARU, D. & Co., from Java, with mail.

LAOMEDON, B. and S., from Liverpool.

EURYLOCHUS, B. &amp; S., from Liverpool.

MARCH 15.  
PROTESILAUS, B. and S., from Singapore.

NANKING, China Mail, from San Francisco, with mail.

MARCH 19.  
TELEMACHUS, B. & S., from Liverpool.MARCH 23.  
PERSIA MARU, T.K.K., from San Francisco, with mail.

PYRMUS, B. &amp; S., from Liverpool.

MARCH 26.  
HOKUTO MARU, D. & Co., from Java.

TELEMON, B. &amp; S., from Liverpool.

DEPARTING VESSELS.

MARCH 29.  
AGAPENOR, B. and S., for Japan, via Shanghai.

DJITANOS, J.C.J.L., for Java.

MARCH 2.  
AFRICA MARU, O.S.K., for Victoria and Vancouver.MARCH 5.  
RIJOAN MARU, D. & Co., for Java.

SHINYO MARU, T.K.K., for San Francisco.

MARCH 11.  
HYSON, B. and S., for London.

ATREUS, B. and S., for Liverpool.

EURYLOCHUS, B. &amp; S., for Japan via Shanghai.

LAOMEDON, B. and S., for Japan.

MARCH 12.  
BORNEO MARU, D. & Co., for Japan.MARCH 13.  
EMPEROR OF RUSSIA, Canadian Pacific, for Vancouver.

HECTOR, B. &amp; S., for Liverpool.

MARCH 17.  
CHICAGO MARU, O.S.K., for Victoria and Vancouver.MARCH 20.  
TELEMACHUS, B. & S., for Japan via Shanghai.MARCH 21.  
ANYO MARU, T.K.K., for South America.MARCH 22.  
FUSEIMI MARU, N.Y.K., for Seattle.MARCH 24.  
PELLUS, B. & S., for Japan via Shanghai.MARCH 25.  
PYRRHUS, B. and S., for London.MARCH 27.  
NANKING, China Mail, for San Francisco.MARCH 29.  
PERSIA MARU, T.K.K., for San Francisco.MARCH 30.  
HOKUTO MARU, D. & Co., for Japan.MARCH 31.  
PROTESILAUS, B. and S., for Seattle.

BEAUTIFIED OR DISFIGURED?

MARCH 28.

Has the war beautified or disfigured merchant ships of the nations? Ships of the Allies are either camouflaged or painted grey, and are armed, no beauty about all this. It is when we see the neutral steamers that we really get something of the colours of war. With a worthy dignity, these vessels flaunt their national colours on hull and stern. The iron ore ship from Bilbao has red and gold bars painted on her side, while the timber craft from Drammen or other Norwegian ports have a large red patch down her hull, on which there stands a deep blue cross, Greece has her blue and white stripes, and Denmark her red with white cross. Sweden boasts a golden cross on a marine-blue background, and Holland bars of red, white, and blue respectively. If does not seem so long ago, either, when the trim American merchantman blazoned her identity to the seven seas by means of a mighty "star-spangled banner" on her hull.

THEY MAKE YOU FEEL GOOD.

A pleasant purgative effect experienced after taking Chamberlain's Tablets and the healthy condition of body and mind to which they contribute, makes one feel that living is worth while.

For sale by all Chemists and Stores keepers.

Now in PRINT.

From MESSRS. BREWER &amp; CO.,

23, Queen's Road Central.

## NOTICES.

"ARROW"  
COLLARS & SHIRTS.

LOOK WELL,

WEAR WELL,

AND ARE

WELL MADE.

ARROW  
CLAUDET REABODY & CO.

## SHORT ITEMS.

## VISITORS AT THE HOTELS.

## HONGKONG HOTEL.

Mr. D. Abraham Mr. and Mrs. M.

Mr. L. D. Adams Joblin

Mr. G. A. Adams Mrs. L. M. Joblin

Capt. J. Adcock Mr. E. M. Joseph

Mr. T. Alexander Mr. J. J. Judah

Mr. B. D. Alter Dr. M. Kallenbach

Mr. and Mrs. E. G. Mr. H. Van Kessel

Anderson Mr. G. Krebs

Dr. Ascherson Mr. M. Laidlay

Paymaster Comdr. and maid

Mr. G. W. Barton Mrs. Leira

Mrs. E. R. Belliss Capt. and Mrs. L.

Mr. &amp; Mrs. Bonchat Miss H. Lillie

Mr. &amp; Mrs. J. E. Livingstone R. N.

Misses Birmingham Mr. S. Longfield

Mr. &amp; Mrs. G. H. Law Mr. A. Lunings

Major and Mrs. G. D. Mr. G. Lunings

Black and son Mr. A. H. Lunings

Mrs. G. W. Blackburn and serv

Mr. J. H. Blacker Mr. Joseph Lupino

Mr. &amp; Mrs. J. Branch Mr. and Mrs. N.